TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

April 2, 2009

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 25, 2009

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – April 2, 2009

Herewith is the TBPOC Meeting Materials Packet for the April 2nd meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
April 2, 2009, 10:00 am – 1:00 pm
Conference Room 1906, Mission Bay Office, Pier 7, Oakland

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	3 min	Information
2.	**CONSENT CALENDAR** a. March 5, 2009 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
3.	**PROGRESS REPORTS** a. Draft March 2009 Monthly Progress Report**	A. Fremier, BATA	1 min	Information
4.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**			
	a. Yerba Buena Island (YBI) Ramps			
	1) City of San Francisco Briefing*	T. Anziano, CT/ E. Cordoba, City of SF	30 min	Information
	b. Yerba Buena Island (YBI) Detour			
	1) Partial Demolition of Structures (Pier YB4 to Bent 48)*	M. Forner, CT	30 min	Information
	2) Contract Change Order 65, S1 (Partial Demolition of Structures)*	D. Noel, CTC	10 min	Approval
	3) East Tie-In (ETI) 2009 Public Outreach Plan*	B. Ney, CT	30 min	Approval
	c. Self-Anchored Suspension (SAS) Superstructure			
	1a) TBPOC / ABF Mitigation and Acceleration Update	PMT	45 min	Information
	1b) TY Lin/ Moffatt & Nichol Process Enhancement Proposal	T. Anziano, CT	15 min	Information
	2) Contract Change Order 108 (Fabrication Schedule Recovery)*	D. Noel, CTC	10 min	Approval
5.	**OTHER BUSINESS** a. SFOBB West Span Pathway PSR*	A. Fremier, BATA	5 min	Information

Next TBPOC Meeting: May 7, 2009, 10:00 AM – 1:00 PM
Mission Bay Office, 325 Burma Road, Oakland

*Attachments
**Stand-alone document included in the binder

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MEETING
April 2, 2009

*Attachments
**Stand-alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2a

Item- Consent Calendar
March 5, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the March 5, 2009 Meeting Minutes.

Attachment(s):
March 5, 2009 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
March 5, 2009, 1:00 PM – 4:00 PM
Director's Conference Room 1102, N Street, Sacramento, CA

Attendees: TBPOC Members: Will Kempton Steve Heminger, and Andre Boutros
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Ade Akinsanya, Ali Banani, Bill Casey, Michele DiFrancia, Mike Forner, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Bijan Sartipi, Jon Tapping, Ken Terpstra, and Jason Weinstein
Part-Time Participants: Bob Coupe (CCM), Dan Himick (CCM) and Dennis Jang (TY Lin)

Convened: 1:09 PM

Items	Action
1. CHAIR'S REPORT • Will Kempton, the Chair, welcomed Andre Boutros, who will act as CTC Interim Director until a permanent replacement is named for John Barna. • The Chair noted that the State is still working to interpret and understand the federal stimulus package; they are in discussions with Federal agencies. o California will receive approximately $26B for government programs.	
2. CONSENT CALENDAR a. January 30, 2009 TBPOC Conference Call Minutes b. February 4, 2009 TBPOC Meeting Minutes c. Final Fourth Quarter Report, December 31, 2008 d. Contract Change Orders (CCO's) • West Approach Contract Change Order (CCO) 316 was presented for TBPOC approval: 1) CCO 316: $5,524,900 to compensate the contractor for all	• The TBPOC **APPROVED** all consent calendar items.

Items	Action
non-overhead expenses associated with time extensions granted to the contract.	
3. PROGRESS REPORTS a. Draft February 2009 Monthly Progress Report • Andy Fremier reported that the PMT approved the January 2009 Monthly Progress Report, through delegated TBPOC authority, on February 10, 2009 and requested TBPOC confirmation of this approval. • Andy Fremier also reported that the PMT approved the February 2009 Monthly Progress Report, through delegated TBPOC authority, on March 2, 2009 and requested TBPOC confirmation of this approval.	• The TBPOC confirmed the PMT authority to approve the January 2009 Monthly Progress Report. • The TBPOC confirmed the PMT authority to approve the February 2009 Monthly Progress Report.
4. PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Allocation – FY 2009/10 • Ali Banani and Peter Lee presented the COS allocation request of $131.3 million for FY 2009/10. The presentation also covered Assumptions, Proposed Budget, Budget Breakdown, FY 09/10 Planned Dollars, and SAS – FY 09/10 Planned Dollars. • Discussion/comments included: o The allocation amount requested is based on a preliminary State overhead rate for FY 09/10 and did not consider the effect of the State furloughs. o A 10% reduction of the requested allocation adjusted for overhead and furloughs was suggested. o It was noted that while there are sufficient funds in the corresponding COS budgets for the OTD and YBITS projects to cover next year's allocation, it is	• The TBPOC **APPROVED** the requested COS allocation with the following modifications: 2) apply the final State overhead rate; 3) include the impact of State furloughs; and 4) reduce the allocation, as

Items	Action
anticipated that TBPOC action to adjust the budgets for the YBI Detour and SAS projects would be required. b. TBSRP Forecast Protocol • Tony Anziano presented, for information only, a review of the TBSRP forecast process, which utilizes the forecast generated by the risk management effort. o It was noted that there is a disinclination to update the reported risk management forecast due to the timing of some of the identified risks and ongoing efforts to manage future risks. o It was pointed out that while the quarterly report reflects the risk management figures, the monthly progress report does not. o Further action on the forecast process will be taken at a later TBPOC meeting for the next quarterly report.	adjusted, by 10%. • Make the monthly progress report consistent with the quarterly report and reflect the risk management figures.
5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Yerba Buena Island Detour (YBID) 1) Contract Change Order (CCO) 129, S1 • Tony Anziano presented, for TBPOC approval, CCO 129 – Supplement 1, in the amount of $1,712,000 which breaks down to $535,000 for acceleration costs and up to $1,177,000 in monetary incentives to complete the erection and construction of the East Tie-In truss and associated metal decking by June 19, 2009 or earlier, accelerated from the current date of July 24, 2009.	• The TBPOC APPROVED CCO 129 -S1 ($1,712,000), as presented.

Items	Action
2) East Tie-In (ETI) – C. C. Myers Discussion • Dan Himick of C. C. Myers (CCM) reported that CCM is confident it will achieve a Labor Day weekend bridge closure for the ETI Roll-Out/Roll-In (RO/RI). • The Chair expressed the TBPOC's appreciation for CCM's and staff's collaborative efforts to make the Labor Day weekend bridge closure a reality. • Public Information Officer (PIO) Bart Ney noted that a lot more media attention than before is anticipated for this ETI RO/RI. National Geographic, for one, plans to develop more than one show on the operation. • BATA is anticipating the need to raise tolls. It may also want to work on the mini-toll booths during the Labor Day weekend. • When the demolition of the existing bridge was raised, Bob Coupe of CCM responded that a demolition package would be developed by next week and be ready for presentation to the TBPOC in April. b. Self-Anchored Suspension (SAS) Superstructure 1) TBPOC/ABF Mitigation and Acceleration Update • Discussion/comments included: o All topics discussed at the December 2008 TBPOC/ABF Partnering Session remain open. o The shipping schedule continues to slip. In December '08, ABF reported	• The Communications Partnership Team (CPT) to provide a briefing on the outreach plan that enhances promotion at the TBPOC April meeting.

Items	Action
an April '09 shipping date for the first shipment. In early February this year, ABF reported a May '09 shipping date. In late February, Team China (in conjunction with ABF) forecast a July 22 shipping date. o The path we are on is not working adequately. We need to do something different, and the situation is calling for drastic measures.	• The PMT to develop a range of options as to what can be done to make the process work better, for discussion in a workshop meeting, with or without the contractor.
o ABF has not responded to TBPOC request for alternatives for ABF to accelerate delivery of the SAS.	• The Chair to lead a TBPOC call to Bob Luffy to discuss getting together, ABF thoughts on partnering, and how to improve the process. The PMT to brief the TBPOC prior to this call.
c. Yerba Buena Island Transition Structures (YBITS) No. 1 1) Update • Not discussed.	
2) YBITS No. 1 Addendum (Contractor Outreach Event) • Tony Anziano explained that an addendum is required to notify contractors of the date, time, and location of the second, mandatory outreach for the YBITS No. 1 contract, which is scheduled for April 23, 2009, and requested TBPOC approval of this addendum. o The Chair noted that he was very supportive of such an outreach, which would be an effective tool to enhance small business participation and local community involvement.	• The TBPOC **APPROVED** the addendum, as presented.
d. Oakland Touchdown (OTD) No. 1	

Items	Action
Update • Tony Anziano reported that the project is going very well. While there may have been some setbacks early on, the contractor (MCM) has made an effort to manage the significant issues confronting the project. e. West Approach 1) Excess Property • Tony Anziano indicated that there is, potentially, $18M in proceeds from the sale of two vacant properties and four live/work lofts previously purchased by the State for the West Approach Project, which would go back to the Toll Bridge Program. • It was recommended that Unit T254 be auctioned off to test the current market. If it sells for more than $400K, one loft per month for the next three months will be sold.	• The TBPOC did not object to the sale of Unit T254 to test the current market.
8 OTHER BUSINESS • N/A	

Adjourned: 2:54 PM

MEETING MINUTES
March 5, 2009, 1:00 PM – 4:00 PM
Director's Conference Room 1102, N Street, Sacramento, CA

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
ANDRE BOUTROS, Interim Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Progress Reports
Draft March 2009 Monthly Progress Report

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

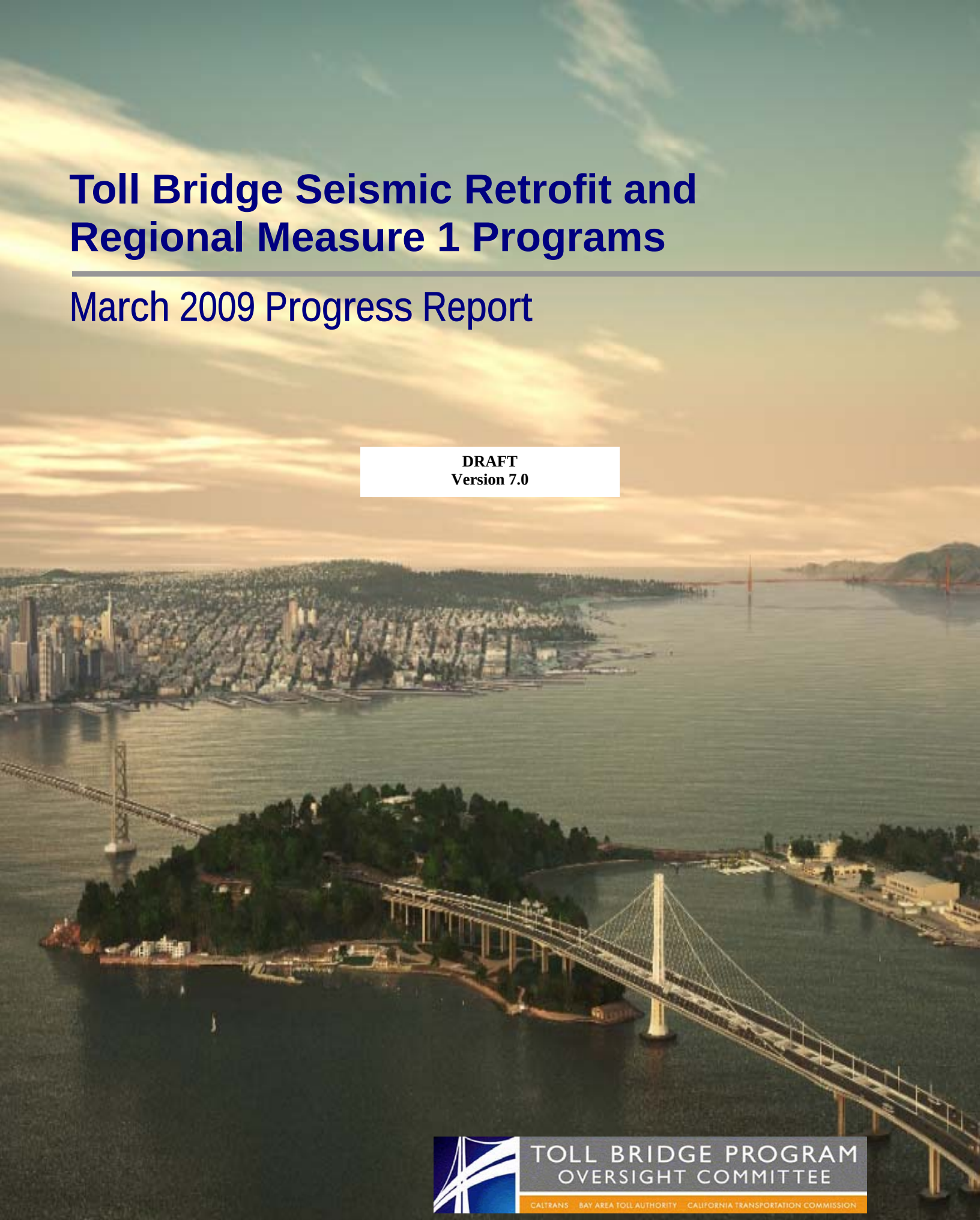
Discussion:
Included in this packet is a draft March 2009 Monthly Progress Report, for your information. TBPOC approval of this report, through PMT delegation, is anticipated as soon as updated expenditure data and final comments are incorporated.

Attachment(s):
Draft March 2009 Monthly Progress Report

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

March 2009 Progress Report

DRAFT
Version 7.0



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: April 2009

TOLL BRIDGE SEISMIC RETROFIT AND REGIONAL MEASURE 1 PROGRAMS

MARCH 2009 PROGRESS REPORT

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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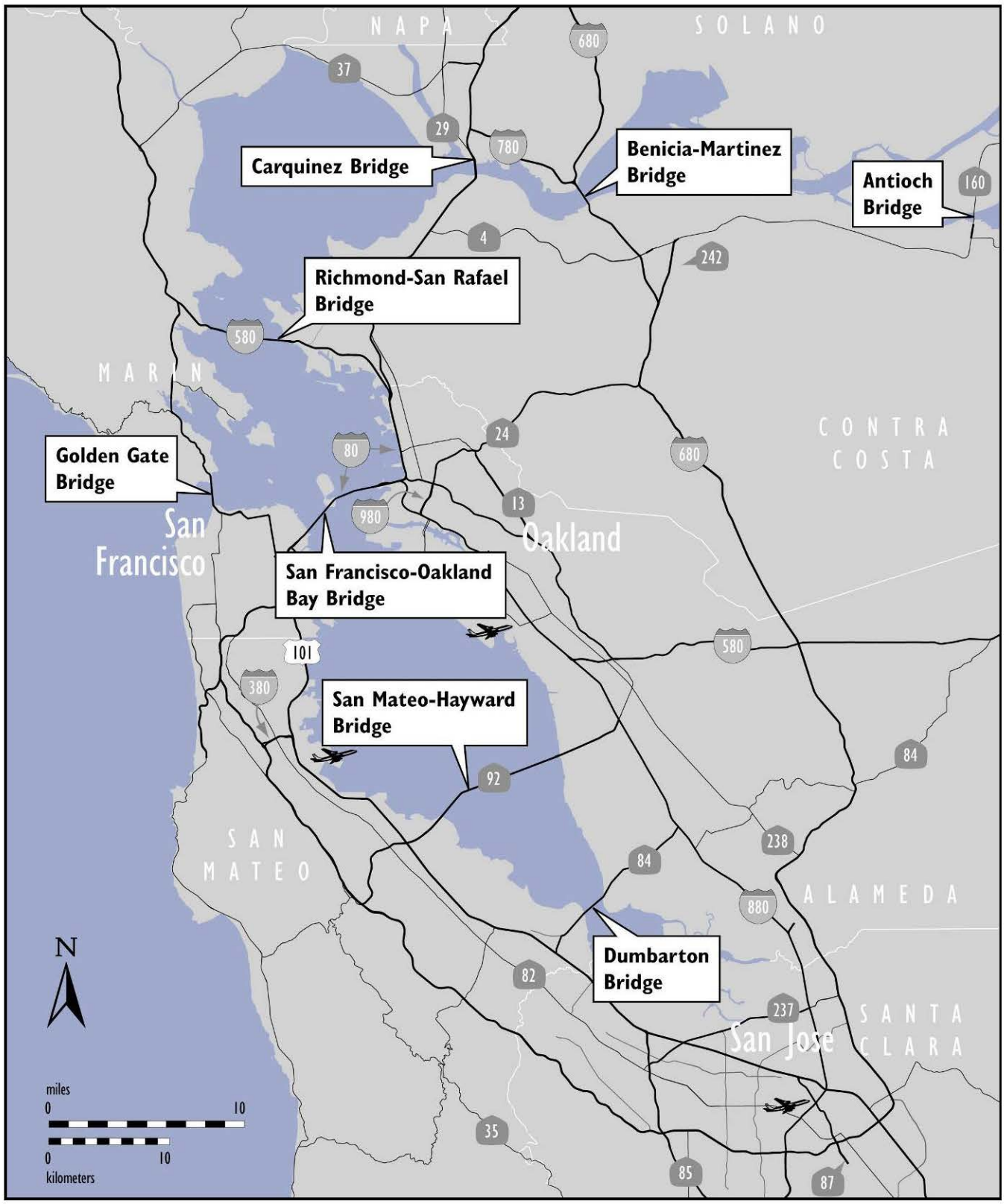
Map of Bay Area Toll Bridges



Introduction

In July 2005, Assembly Bill 144, Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprised of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission. the TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
Old Benicia-Martinez Bridge Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

SAS Roadway Boxes in Fabrication

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

The contractor for the Self Anchored Suspension (SAS) Bridge contract continues with steel fabrication for the bridge in China, and with installation of temporary support structures in the bay. Fabrication has fallen behind schedule, but has not yet affected the expected opening date of the bridge in 2013. The TBPOC and contractor continue to negotiate a schedule mitigation proposal for the contract to accelerate the work. Temporary support structures continue to be erected in the Bay. The shear leg crane barge arrived from China on March 12, 2009.

Shear Leg Crane Barge Arrived into San Francisco Bay on March 12th 2009

On the Yerba Buena Island Detour contract, the contractor continues to erect the detour structure that will divert traffic off the existing transition structures that tie the existing bridge with the Yerba Buena Island tunnel. The traffic switch scheduled for Labor Day Weekend 2009 and will require a full closure of the Bay Bridge over that entire weekend

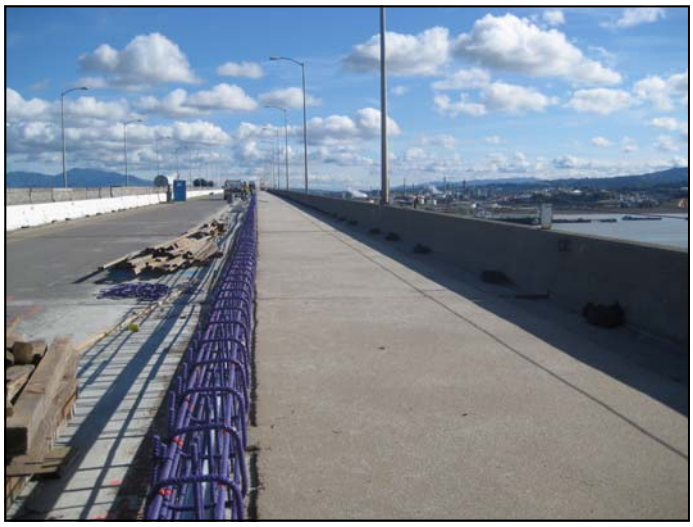
Temporary Support Structures for SAS Bridge Erection

Yerba Buena Island Detour Structure Under Construction

Recently Reopened Harrison Street Off-ramp.

SFOBB West Approach Seismic Replacement Project

Caltrans certified seismic safety on the San Francisco-Oakland Bay Bridge West Approach Seismic Replacement Project in December 2008 — eight months ahead of schedule. On February 9, 2009, Caltrans reopened the Harrison Street westbound off ramp from the Bay Bridge after being closed for over three years for construction. The contract was substantially completed in February 2009 with only final closeout and punchlist work remaining.



New Bicycle/Pedestrian Pathway on Benicia Martinez Bridge

New Benicia-Martinez Bridge Project

On the Existing Benicia-Martinez Bridge Modification Contract, work to modify the old southbound I-680 bridge to add an additional traffic lane and bicycle/pedestrian lane is proceeding. Caltrans is forecasting the work to be completed two months ahead of schedule in October 2009.

New East Route 92 to North Interstate 880 Direct Connector Under Construction

Interstate 880/State Route 92 Interchange Reconstruction Project

On the Interchange Reconstruction Contract, the new east Route 92 to North Interstate 880 direct connector structure (ENCONN) is nearing completion and is scheduled to open to detour traffic in mid-May pending weather. The ENCONN is the most critical flyover structure for relieving congestion in the corridor. However, ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Executive Summary

Toll Bridge Seismic Retrofit Program - **Cost** ($ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast* (11/2008)	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.3	-	959.3	675.2	977.1	17.8	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	(38.9)	1,254.1	1,236.7	1,254.1	-	●
SAS E2/T1 Foundations	Restart	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Advertise	1,753.7	-	1,753.7	606.8	1,767.4	13.7	●
YBI South/South Detour	Design/Const	132.0	310.2	442.2	265.5	461.2	19.0	●
YBI Transition Structures	Design	299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design				-	214.3		
* YBITS Contract No. 2	Design				-	58.5		
* YBITS Contract No. 3 - Landscape	Design				-	3.3		
Oakland Touchdown		283.8	-	283.8	143.4	302.5	18.7	
* OTD Submarine Cable	Design				7.9	9.6		●
* OTD No. 1 (Westbound)	Design				135.5	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Design	15.0	3.3	18.3	16.6	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.1	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	215.5	5,702.1	3,348.2	5,730.0	27.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	112.6	120.0	-	
Capital Outlay Construction		309.0	41.7	350.7	304.6	350.7	-	●
Total SFOBB West Approach Replacement		429.0	41.7	470.7	417.2	470.7	-	
Program Completed Projects	Complete							●
Capital Outlay Support		353.8	(7.0)	346.8	346.1	346.8	-	
Capital Outlay Construction		1,485.6	(90.5)	1,395.1	1,367.1	1,395.1	-	
Total Program Completed Projects		1,839.4	(97.5)	1,741.9	1,713.2	1,741.9	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(159.7)	740.3	-	712.4	(27.9)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,503.3	8,685.0	-	

● *Within Approved Current Schedule and Budget*
● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

**Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available program funds has been made available by the Treasure Island Development Authority.*

Notes: Details may not sum to totals due to rounding effects.
Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with risk analysis assessments for the TBSRP Projects and the TBSRP

Toll Bridge Seismic Retrofit Program - **Schedule**

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (2/2008)	Project Complete Schedule Forecast (02/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 22.
SAS E2/T1 Foundations	Jun 08	(5)	Jan 08	Jan 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See discussion on starting on page 16.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on page 24.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a	-	Jan 08	Jan 08	-	●	
• OTD Westbound	n/a	-	Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a	-	Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
• Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
• Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	(7)	Jan 09	Jan 09	-	●	Seismic retrofit completed December 2, 2008. Ongoing punchlist and close-out items scheduled for completion by February 2009.
• Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	Opened to traffic April 12, 2008

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program - **Cost** ($ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2009)	Cost To Date (02/2009)	Cost Forecast* (02/2009)	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	186.1	192.3	-	
Capital Outlay Construction		861.6	173.5	1,035.1	980.0	1,035.1	-	
Capital OutlayRight-of-Way		20.4	(0.1)	20.3	17.0	20.3	-	
Project Reserve		20.8	4.0	24.8	-	24.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,183.1	1,272.5	-	
I-880/SR-92 Interchange Reconstruction	Design							●
Capital Outlay Support		28.8	26.2	55.0	45.5	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	56.7	155.0	-	
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-	
Project Reserve		0.3	17.8	18.1	-	18.1	-	
Total I-880/SR-92 Interchange Reconstruc-tion		133.8	111.2	245.0	113.8	245.0	-	
Program Completed Projects	Complete							●
Capital Outlay Support		186.4	(5.0)	181.4	181.4	182.6	1.2	
Capital Outlay Construction		705.6	3.6	709.2	686.5	697.6	(11.6)	
Capital Outlay Right-of-Way		12.2	-	12.2	10.6	11.3	(0.9)	
Project Reserve		14.7	1.4	16.1	-	7.4	(8.7)	
Total Program Completed Projects		918.9	-	918.9	878.5	898.9	(20.0)	
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,175.4	2,416.4	(20.0)	

- ● *Within Approved Current Schedule and Budget*
- ● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
- ● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: *Details may not sum to totals due to rounding effects.*
Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with risk analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program - **Schedule**

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Project Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Oct 09	(2)	●	See page 31.
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11	-	●	

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

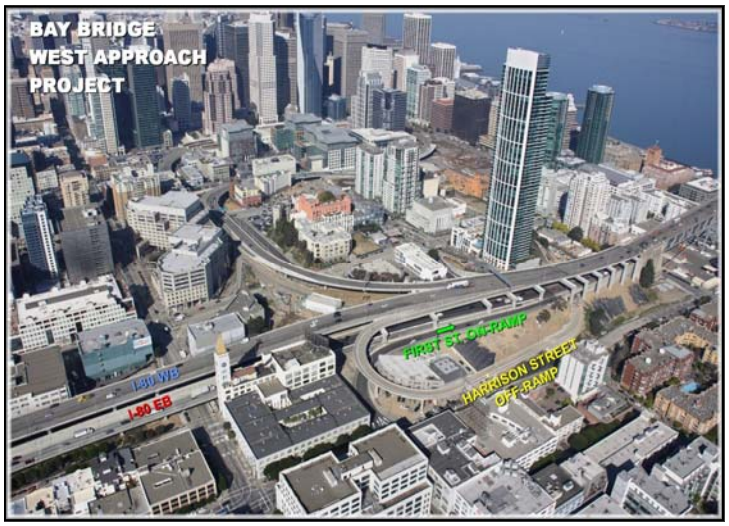
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered: how could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each of the separate elements seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

West Approach Seismic Replacement Project
Project Status: Completed 2008

Seismic safety retrofit work on the West Approach in San Francisco — bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street — involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps, within the confines of the West Approach's original footprint.



Completed West Approach Replacement Structure

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lie between Yerba Buena Island and San Francisco comprised of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span along with new seismic shock absorbers and bracing.

West Span of the Bay Bridge While Undergoing Seismic Retrofit

East Span Seismic Replacement Project
Project Status: Under Construction

Rather than a seismic retrofit, the two-mile-long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the Bay. These views also will be enjoyed by bicyclists and pedestrians, thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue flowing on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge, connected to an elegant roadway supported by piers (Skyway), which will gradually slope down towards the Oakland shoreline (Oakland Touchdown). A new Transition Structure on Yerba Buena Island (YBI) will connect the SAS to the YBI tunnel, and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and west spans.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.

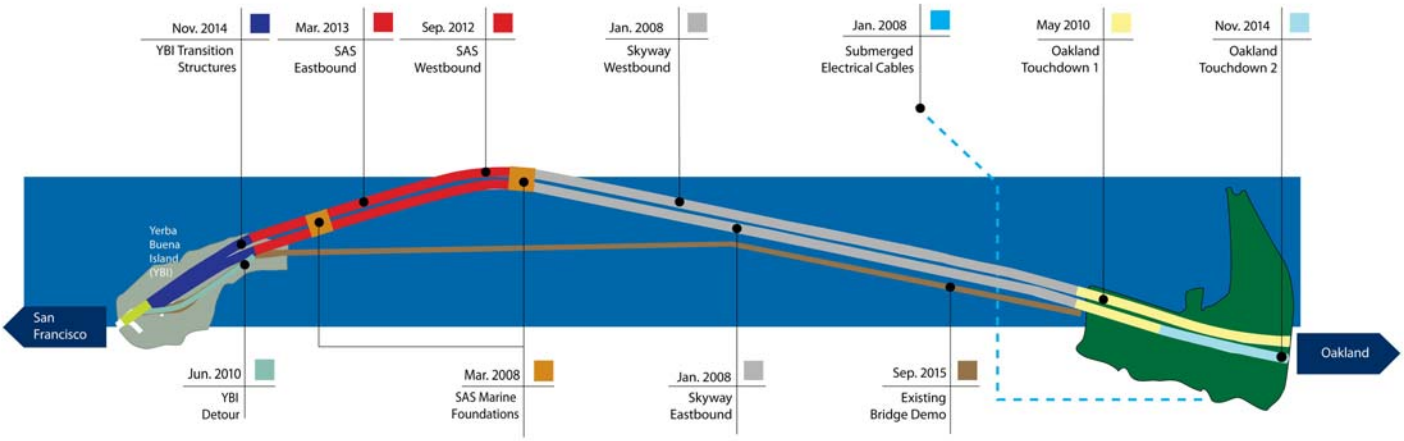
Simulation of New East Span in Relation to West Spans and the Golden Gate Bridge

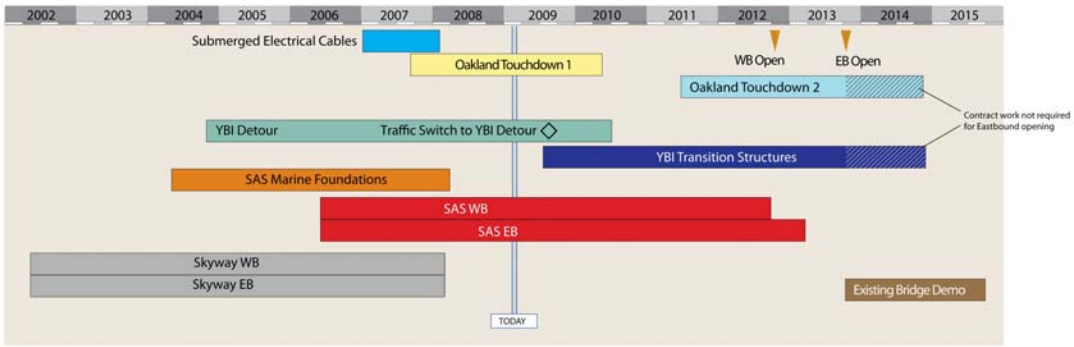
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components — the Skyway and the Self Anchored Suspension Bridge in the middle and the Yerba Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that all have be sequenced together.

SFOBB East Span Work Sequence





Note: Dates shown above are project completion dates.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the grey steel that currently cages drivers will be a graceful, elevated roadway supported by piers, providing sweeping views of the Bay.

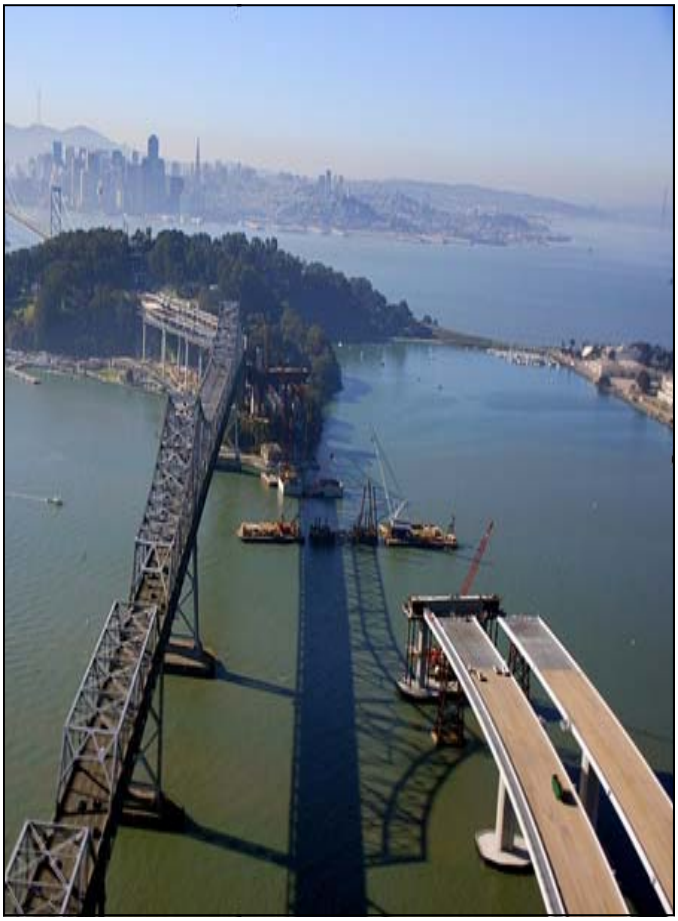
Completed Skyway Left of Existing East Span

Skyway Contract

Contractor: Kiewit/FCI/Manson Joint Venture
Approved Capital Outlay Budget: $ 1,254.1 M
Status: Completed

Extending for more than a mile across Oakland mudflats, this is the longest section of the East Span, between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway features shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three-stories high), and contain approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling, and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast, and were lifted into place by winches that were custom-made for this project.



Western end of Completed Skyway

The Skyway marine foundation consists of 160 hollow steel-pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered, or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major quake, the Skyway features several state-of-the art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Self Anchored Suspension (SAS) Bridge

If one single element bestows the status of world-class on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

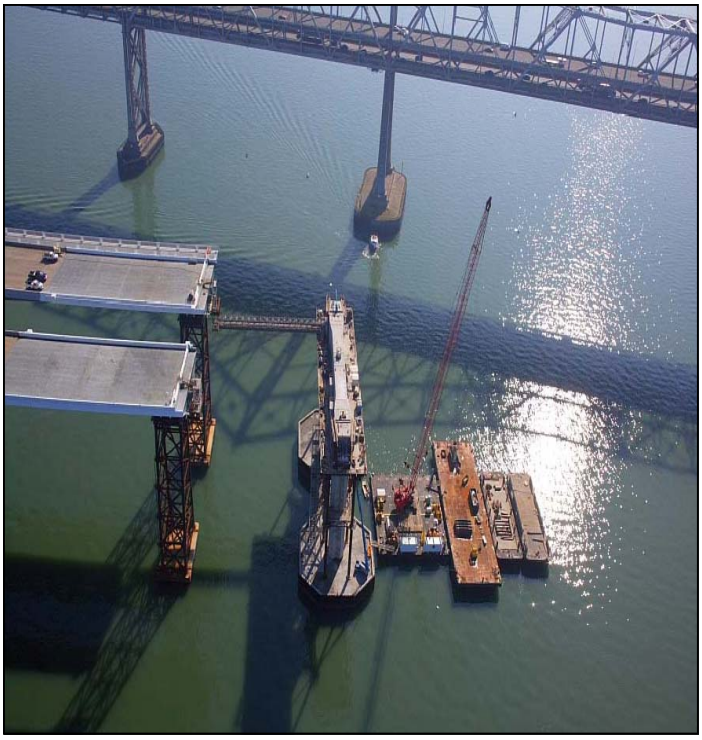
The SAS was separated into three separate contracts – construction of the land-based foundations and columns at Pier W2, construction of the marine-based foundations and columns at Piers T1 and E2, and the construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007 respectively.

SAS W2 Foundation Contracts

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $ 26.4 M
Status: Completed

The twin W2 piers on Yerba Buena Island provide essential support for the western end of the SAS bridge where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge piers required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

Construction of the Pier Table at W2



Construction of the Pier Table at E2

SAS T1 and E2 Foundations Contracts

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $ 280.9 M
Status: Completed

The marine piers at T1 to support the main SAS tower and at E2 to anchor the main cable required significant on-water resources to drive the foundation support piles down not only to bedrock, but also through the bay water and mud. The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $ 1,753.7 M
Status: 37% Complete (Earned Value)

Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. The SAS bridge is not just another suspension bridge. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to separate structures in the ground. While there will appear to be two main cables on the SAS, there actually will be only one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and wrapped around the two side-by-side decks at the western end.

The single steel tower will be made up of four separate legs connected by shear link beams, which function in the same way as a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs. In addition, if one of the legs is damaged, the other legs will keep the bridge standing.

Simulation of new Self-Anchored Suspension Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self Anchored Suspension (SAS) Construction Sequence and Status

STEP 1 - CONSTRUCT TEMPORARY SUPPORTS

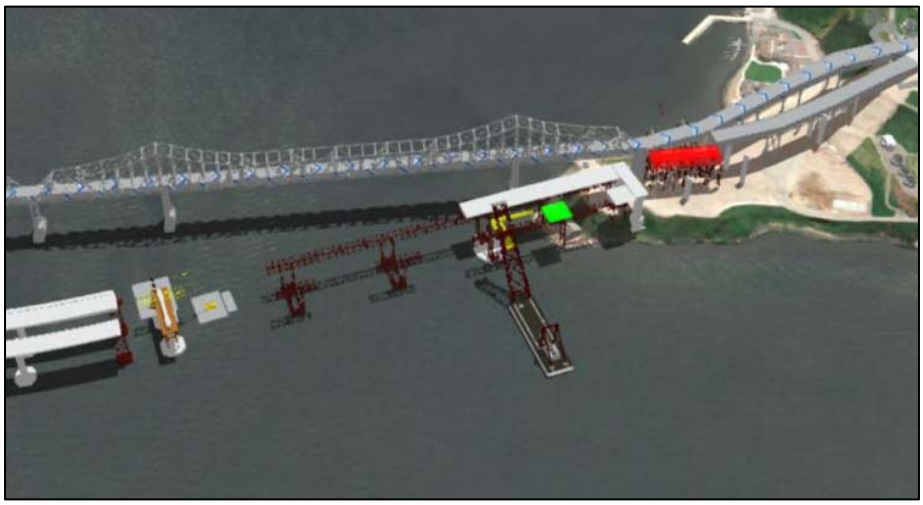
Temporary support trusses will first need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations for the temporary supports have been completed. Support columns and trusses are now being installed.

STEP 2 - INSTALL ROADWAYS

The roadway boxes will be lifted into place by using the shear leg crane barge. The boxes will be welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: The first shipment of roadway boxes is scheduled for early summer 2009.



STEP 3 - INSTALL TOWER

Each of the four legs of the tower will be erected in five separate lifts. The first lift will use the shear leg crane barge while the remaining higher lifts will use a temporary support tower and lifting jacks.

Status: The first shipment of tower boxes is scheduled for late 2009. Tower installation cannot begin until the initial eastbound roadway boxes are installed between the existing east span and new

Step 4 - Main Cable and Suspender Installation

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around the west end before returning back. Suspender cables will be added to lift the roadway decks off the temporary support structure.

S**tatus:** Cable installation is pending the erection of the tower and roadway sections.

Step 5 - Westbound Opening

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures. Westbound access to the Skyway from Oakland will be completed by the Oakland Touchdown 1 Contract in 2009.

Status: Westbound opening is scheduled for 2012.

Step 6 - Eastbound Opening

Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown 2, which needs westbound traffic off the existing bridge before the eastbound approach structure can be completed.

Status: Eastbound opening is scheduled for 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self Anchored Suspension (SAS) Superstructure Fabrication Activities

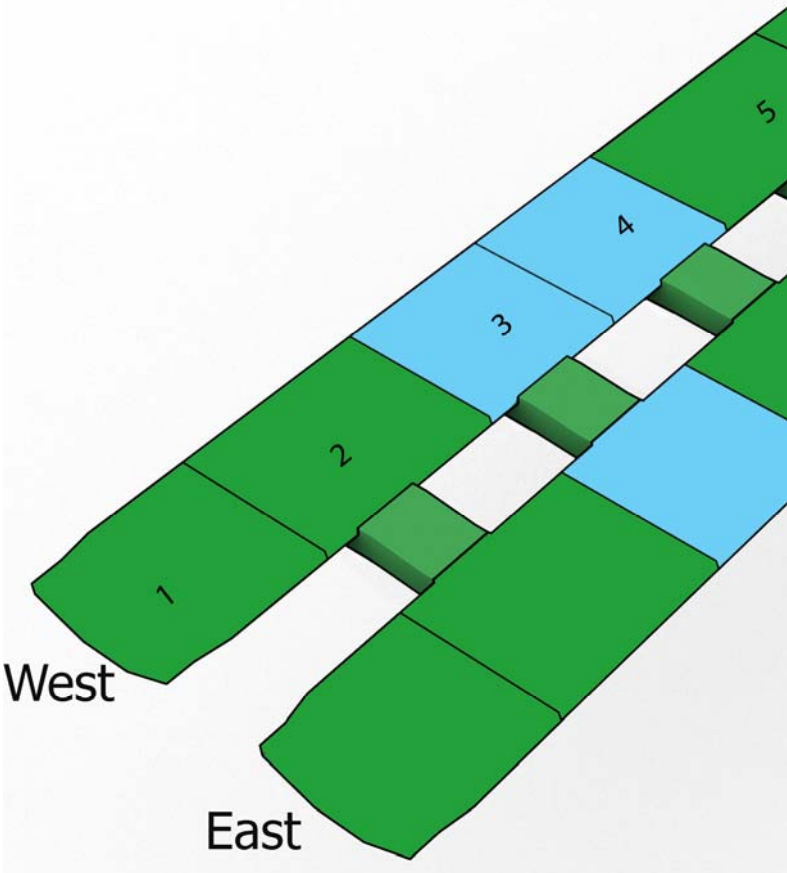
Nearly every component of the SAS above the waterline — from the temporary support structures to the roadway and tower box sections to the main cable and suspender ropes — will be fabricated off-site and erected, bolted and welded into place upon arrival in the Bay Area. This project is truly global in nature, with fabrication of the bridge components happening not only in the United States, but around the world in China, the United Kingdom, Japan, South Korea and other locations.

Roadway and Tower Segments

Like giant three-dimensional jigsaw puzzles, the roadway and tower segments of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.

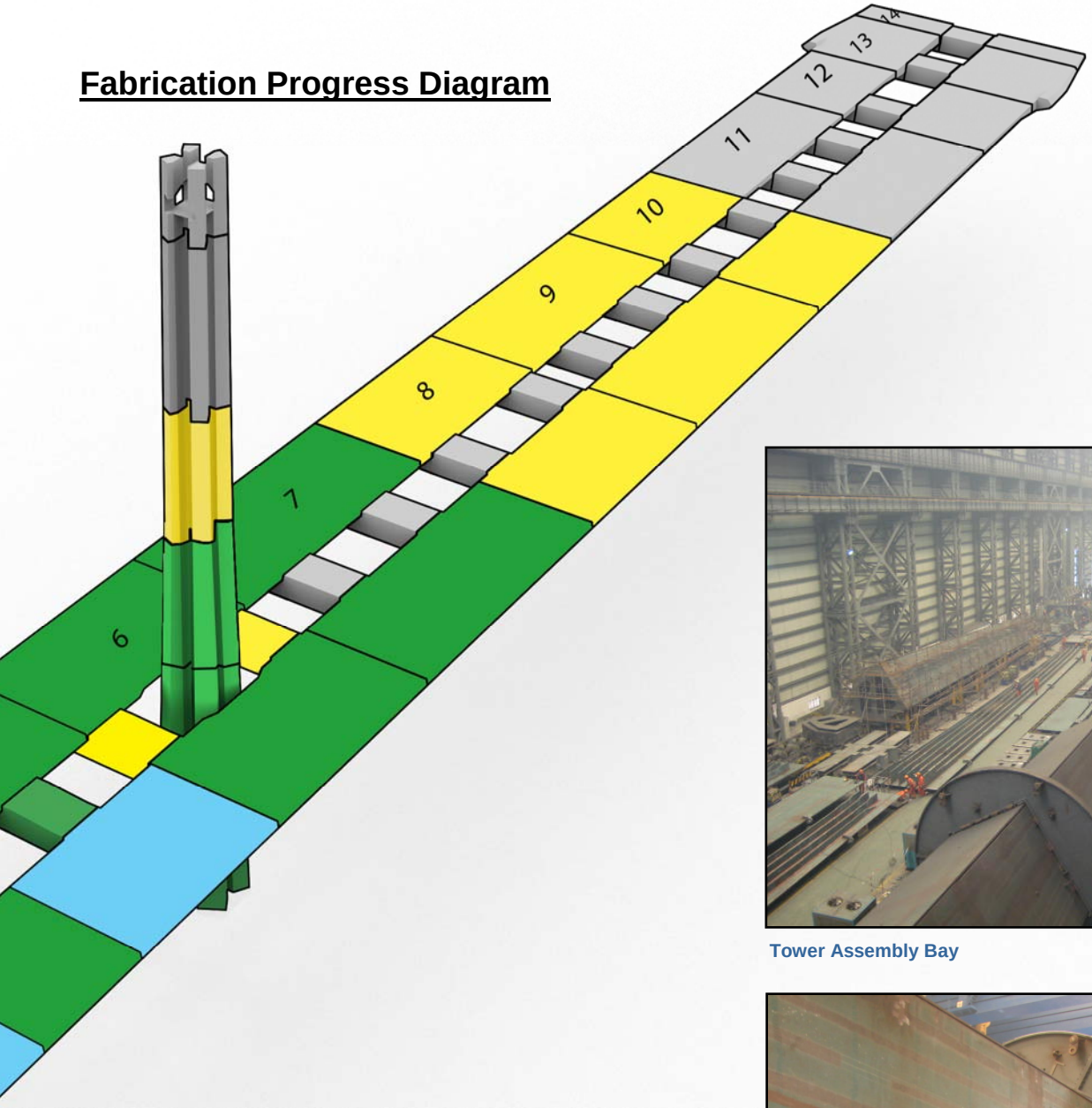
Activity Status: Segments are in various stages of fabrication. Roadway sections 3, 4, and 5 East and West have been assembled for paint and fit up, while roadway sections 1, 2, 6, and 7 have started assembly. Individual components for roadway sections 8, 9, and 11 are being fabricated. On the tower sections, assembly of the first of five tower lifts is well underway. The second tower lifts have also started to allow for trial fit-up prior to shipping of the first lift as per specification.

Roadway Box Section In Assembly



Painted Roadway Box Section Ready For Fit-up

Fabrication Progress Diagram



Tower Assembly Bay

Tower Box Section In Turning Jig

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self Anchored Suspension (SAS) Superstructure Fabrication Activities

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will start on one side of Pier E2, go over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then back over main tower to the other end of Pier E2. The main cable will be made of up bundles of individual wire strands. Lifting up the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri.

Activity Status: Initial trial testing of main cable strands.

Trial Cable Band Assembly

Bronze Spherical Bushing for E2 Bearings

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer service loads from the SAS bridge to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania and South Korea, while hinge pipe beams are being fabricated in Oregon.

Activity Status: Under Fabrication

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self Anchored Suspension (SAS) Superstructure Field Activities

Ship Carrying the Shear Leg Crane Barge Crossing Beneath the West Span of the Bay Bridge

Shear Leg Crane Barge

The massive shear leg crane barge that will help build the arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity dubbed the Left Coast Lifter. The 400- by 100-foot barge is a U.S. flag vessel that was custom built in Portland, Oregon, by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Port Machinery Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane's boom weighs 992 tons, and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower sections for the SAS, which will begin arriving this summer.

The crane will offload and erect remaining the steel for the temporary support structures, as well as all of the deck and tower segments. Work on the eastbound side of the SAS must occur first, as the crane cannot reach over permanent westbound decks to work on the eastbound roadway.

Activity Status: On location.

Cap Beams

Construction of the massive steel reinforced concrete cap beams that link the columns at piers W2 and E2 was left to the SAS superstructure contractor and represent the only concrete portions of work that contract. The east and west ends of the SAS roadway will rest on the cap beams, and the main cable will wrap around and tie down upon them.

Activity Status: Completed.

Nearly Completed Cap Beam at Pier E2

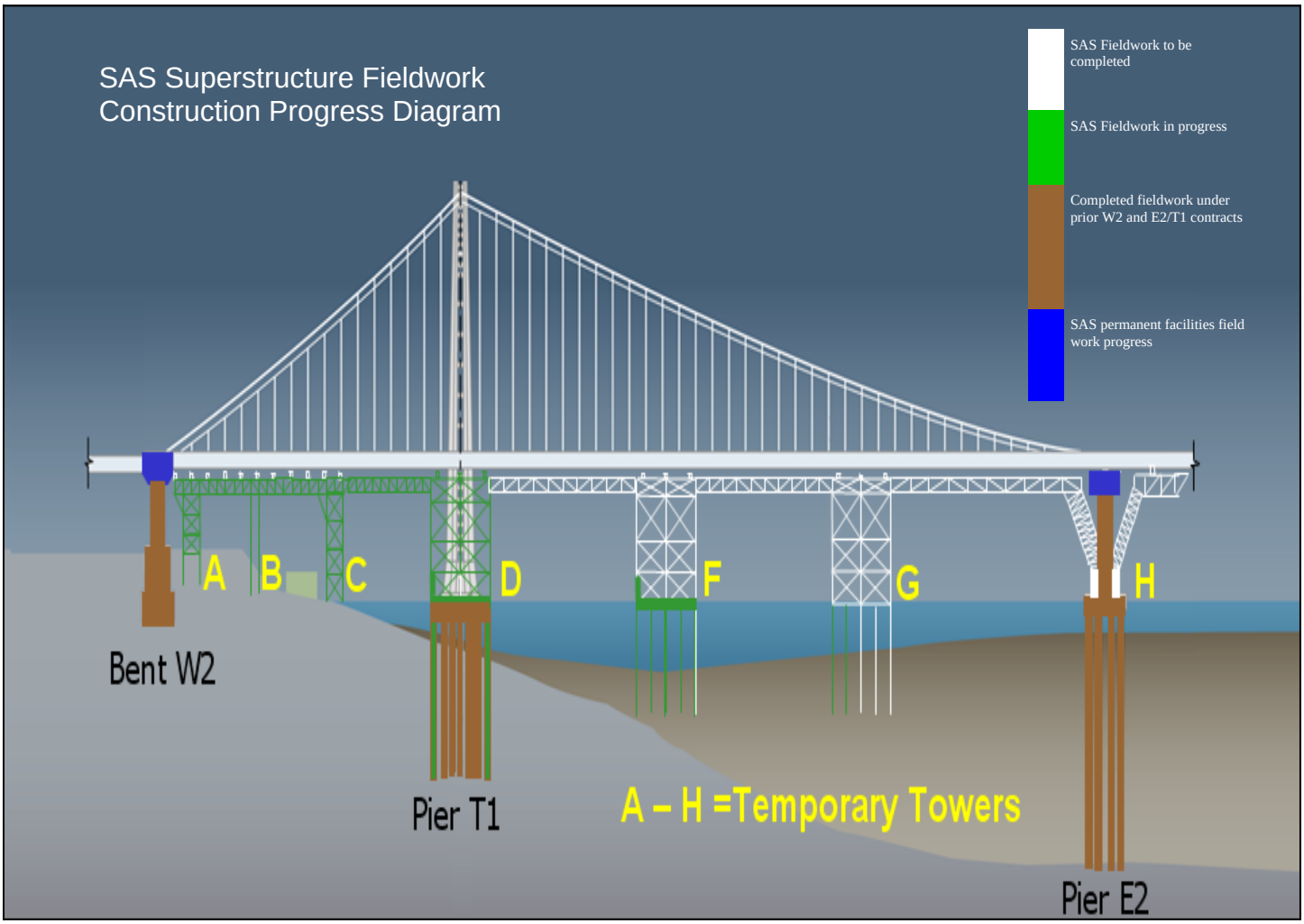
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self Anchored Suspension (SAS) Superstructure Field Activities

Temporary Support Structures

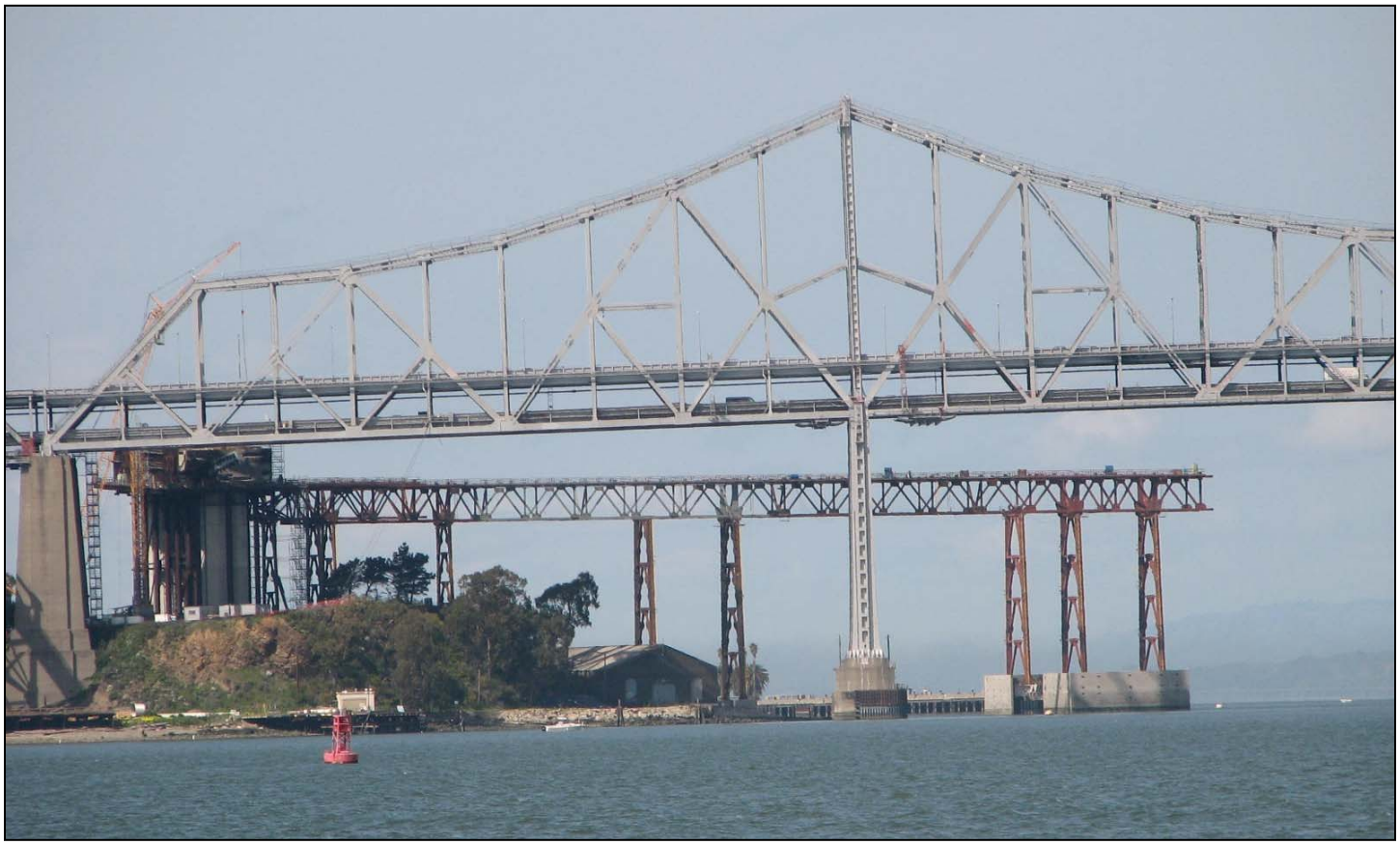
To erect the roadway and tower of the bridge, temporary support structures will first be put in place. Almost a bridge onto itself, the temporary support structures will stretch from the end of the completed skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower's temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Activity Status: Secondary channel between Yerba Buena Island and Oakland has been closed to shipping traffic. The temporary support foundations are complete and erection of completed trusses is on-going. Later remaining trusses are still being fabricated.



Temporary Support Truss Being Fabricated

Temporary Support Column Being Lifted Off Deck of Ship



Temporary Support Structures Erected Behind Existing East Span

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) close to moving vehicles without disrupting traffic. To accomplish this daunting task, eastbound and westbound traffic will be shifted off the existing roadway and onto a temporary detour supported by 200-foot-tall steel towers. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

Successful Labor Day Weekend 2007 Roll-In of Replacement Tunnel Approach Roadway

YBID Contract

Contractor: CC Myers Inc.
Approved Capital Outlay Budget: $ 442.2 M
Status: 79% Complete (Cost)

This contract originally was awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. This necessitated a temporary suspension of the detour contract and design changes to the viaduct. Now, in addition to a more robust detour viaduct, the contract has already replaced the tunnel approach on the upper deck, and will advance a number of foundations and columns for the Yerba Buena Island Transition Structures.

Tunnel Approach Roadway Replacement

The first in a series of activities to open the detour viaduct was completed in 2007 with the replacement of a 350-foot long stretch of upper deck roadway just east of the Yerba Buena Island tunnel. During this historic milestone, the entire Bay Bridge was closed over the 2007 Labor Day Weekend so crews could demolish and replace the old section of deck with a seismically upgraded 6,500-ton precast section of viaduct that was literally pushed into place (See photo on following page).

Activity Status: Completed

Current Progress on Detour Structure

Detour Viaduct Fabrication and Construction

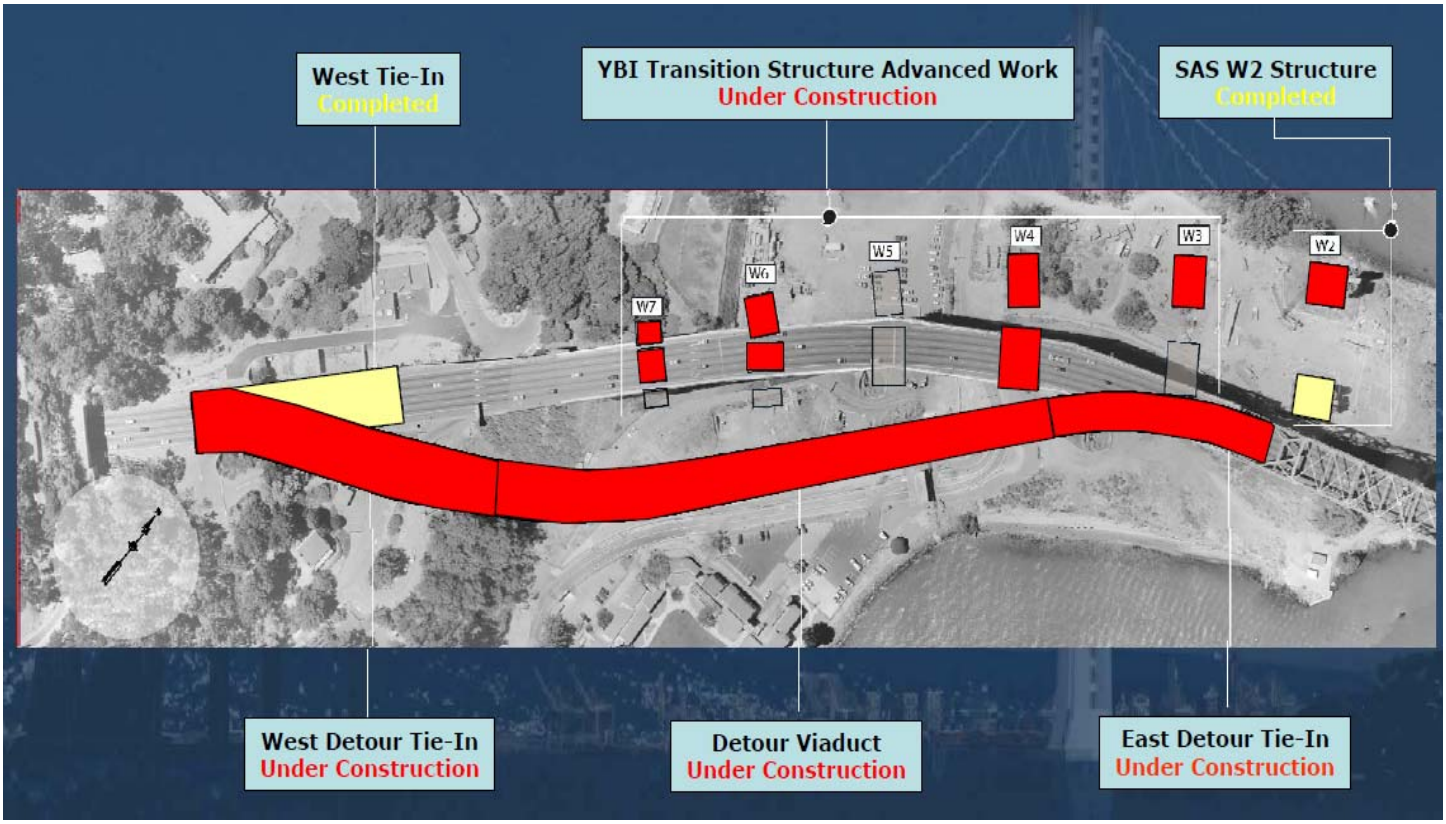
The detour viaduct will run generally parallel to the existing lanes on the island and will tie back into the existing bridge and tunnel. While speed limits will be reduced due to the turns needed to get on and off the detour, the viaduct will look quite similar to the existing bridge, with steel cross beams and girders and a concrete roadway deck. To insure a good fit, the steel viaduct truss members were pre-fitted during fabrication in South Korea and Oregon. Opening of the detour to traffic is discussed on the next page.

Activity Status: Most of the center portion of the detour viaduct has already been erected, including the concrete decks. At the west end of the detour, a cast-in-place concrete transition span is being poured to connect the detour into the completed tunnel approach roadway replacement span. At the east end, support structures are being erected to facilitate the roll-out/roll-in of the last truss section, which will tie the detour into the existing bridge.

Demolition of Existing Viaduct

After shifting traffic onto the detour structure, crews will focus on the demolition of the existing transition structure into the tunnel. The old transition structure will need to be removed before construction of the new transition structures from the SAS bridge to the YBI tunnel can be completed.

Activity Status: Start of demolition is pending opening of detour.



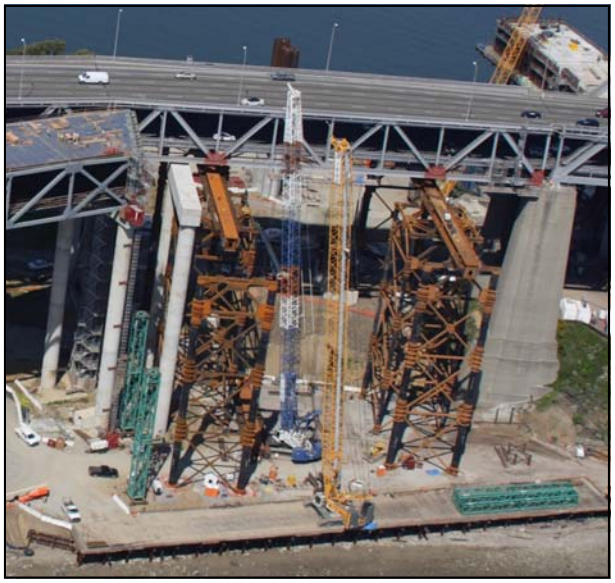
Overview of Yerba Buena Island Detour Contract Scope of Work

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Yerba Buena Island Detour (YBID) East Tie-in Opening Activities

Shifting traffic to the Yerba Buena Island detour will be the most significant realignment of the bridge to date. To accomplish this, crews will cut away a 288-foot-portion of the existing truss bridge and replace it with a connection to the detour. This dramatic maneuver will involve aerial construction that occurs more than 100 feet above the ground. When the Bay Bridge reopens to traffic, vehicles will travel on the detour until the completion of the new East Span.

A detailed step-by-step construction sequence for the roll-out of existing span and roll-in of the new truss at the east tie-in to the detour viaduct structure is provided on the next page.



Skid Beams for Roll-Out and Roll-In of East Tie-in Structure Under Construction

Yerba Buena Island Detour Viaduct Under Construction (Foreground) with East Tie-IN Support Structures Being Erected (Right)

East Tie-in Activities From Now to September 2009

As the detour viaduct is being constructed (left), a support structure of falsework will be erected to support the new and existing trusses and the skid bent girders on which the trusses will move on.

The new roll-in truss will be constructed atop the skid bent just south of the existing truss.

When the roll-in truss and detour viaduct is ready to be installed and opened to traffic, the Bay Bridge will be closed to all traffic.

East Tie-in Activities Over Labor Day Weekend 2009

After the bridge is closed, the existing truss will be cut loose at both ends and lifted onto the skid bent girders. The truss will then be rolled-out hydraulically using jacks to push the truss aside, similar to those used for the Labor Day 2007 move.

After the existing truss has been rolled-out of the way, the new truss will be similarly rolled-in place using the same hydraulic jacking system.

After being rolled-in place, the new truss will be secured to the detour viaduct and existing bridge and the Bay Bridge will be re-opened to traffic. Removal of the rolled-out span will commence soon after the new truss is secured.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

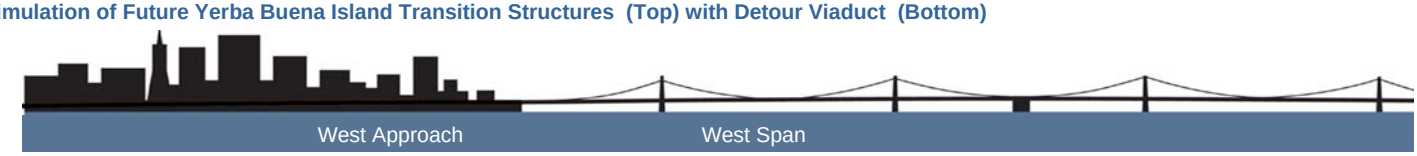
The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge to the existing Yerba Buena Island tunnel transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

YBITS #1 Contract

Contractor: TBD
Approved Capital Outlay Budget: $ 214.3 M
Status: Advertised

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. Work on the structures is scheduled to start once the existing structures have been demolished and removed from site.

Simulation of Future Yerba Buena Island Transition Structures (Top) with Detour Viaduct (Bottom)



YBITS #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $ 58.5 M
Status: In design

The YBITS #2 will demolish the detour viaduct after all traffic is placed upon the new bridge and construct a new eastbound on-ramp to the bridge in its place. The new ramp also will provide the final link for bicycle/ pedestrian access off the SAS bridge and onto Yerba Buena Island.

YBITS Landscaping Contract

Contractor: TBD
Approved Capital Outlay Budget: $ 3.3 M
Status: In design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration, and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Activity Status: Advanced foundations and columns at piers W3 (L)eft and (R)ight, W4 L and R, W5 R, W6 L and R, and W7 L and R have been completed under contract change order. W5 L is pending construction after demolition of the existing transition structure.

YBITS Advanced Foundation and Column Work Just North Of Existing Viaduct (Foreground)

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Oakland Touchdown

When completed, the Oakland Touchdown Structures (OTD) will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway into the East Bay.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract, to complete the eastbound lanes, cannot fully begin until westbound is traffic is shifted onto the new bridge so that a portion of the existing upper deck can be demolished to allow for a smooth transition for the new eastbound lanes in Oakland.

Oakland Touchdown #1 Constructing Temporary Abutment for the Eastbound Structure

Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $ 226.5 M
Status: 74% Complete (Cost)

The OTD #1 contract constructs the entire 1,000 feet long westbound approach from the toll plaza to the skyway. When completed, the westbound approach structure will be used directly access the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

On the westbound structure, the contractor has completed all foundation work and is now proceeding with superstructure work. Work continues on the eastbound structure's foundations and columns.

Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $ 62.0 M
Status: In design

The OTD #2 contract will complete the eastbound approach structure from the end of the skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.

Oakland Touchdown Under Construction with New Westbound Structure on left.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Other Contracts

A number of contracts needed to relocate utilities, clear areas of archaeological artifacts, and prepare areas for future work already have been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractor: California Engineering Contractors & Balfour Beatty
Approved Capital Outlay Budget: $ 30.8 M
Status: Completed

After the 1989 Loma Prieta earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span is completely replaced. This interim retrofit lengthened pier seats, added some structural members, and strengthened areas of the bridge to be more resilient during an earthquake.

Existing East Span of Bay Bridge

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $ 18.3 M
Status: Completed

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of storm water runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $ 11.6 M
Status: Completed

This contract relocated an electrical substation just east of the Yerba Buena Island tunnel in preparation for the new East Span.

New YBI Electrical Substation

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.2 M
Status: Completed

While common in offshore drilling, the new East Span is one of the first bridges to use large diameter battered piles in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $ 7.9 M
Status: Completed

A submerged cable from Oakland, near where the new bridge will touchdown, supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, 2 new cables were run from Oakland to Treasure Island to replace the existing cable. The extra cable is funded by the Treasure Island Development Authority for its future development plans.

Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $ 239.2 M
Status: In Design

Design work on the contract will start in earnest as opening of the new bridge to traffic approaches.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge West Approach Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach — bordered by 5th Street and the Anchorage at Beale Street — involved completely removing and replacing this one-mile stretch of Interstate 80 and six on- and off-ramps in its original footprint. This work occurred while more than 280,000 vehicles passed by daily in the midst of this essential construction.

The West Approach originally had one foundation system supporting both an upper and lower deck configuration from 3rd Street to Beale Street. Each deck now has its own independent column and foundation support system, a crucial aspect of making the West Approach seismically sound. The roadways between 3rd and 5th Streets are parallel concrete decks that transition into the double-deck configuration as drivers approach the West Span of the Bay Bridge.

Recently Reopened Harrison Street Off-ramp.

West Approach Seismic Replacement Contract

Contractor: Tutor-Saliba, Joint Venture
Approved Capital Outlay Budget: $333.7 M
Status: 98% Complete (Cost)

To minimize disruptions to the neighborhood, and to keep the bridge's traffic moving, the project was performed in a series of six elaborate stages, including a series of lane shifts, regular lane and ramp closures, and one partial bridge closure. Each of the six stages of retrofit work follows a carefully staged formula to meet seismic safety standards. A temporary structure is built and vehicles are rerouted to it. The old structure is then demolished, and work begins on the new structure in the original footprint. Drivers are then rerouted back onto the completed replacement structure, and the temporary structure is demolished.

Work on the 72-year-old structure began in 2003, and was substantially completed in early 2009.

Workers Constructing Infill Wall beneath West Approach


BAY BRIDGE
WEST APPROACH
PROJECT
I-80 WB
I-80 EB
HARRISON ST
5TH ST. OFF-RAMP
5TH ST. ON-RAMP
4TH ST
BRYANT ST
5TH ST

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

The State Legislature in the 1990s identified seven of the nine State-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of the all bridges have been completed as planned.

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on the strengthening of the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

High-Rise Section of San Mateo-Hayward Bridge

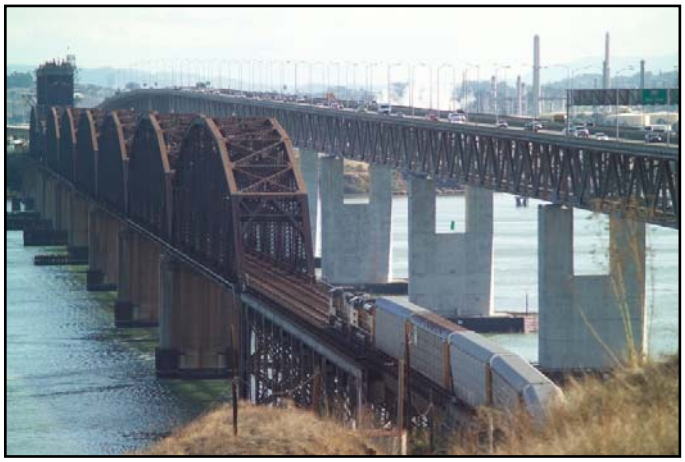
1958 Carquinez Bridge (foreground), along with 1927 span (middle) under demolition and new Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns, and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event, and to reopen quickly to emergency response traffic.



1962 Benicia Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a “No Collapse” classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin county was replaced.

Richmond-San Rafael Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management

AB144 states that Caltrans must "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes." AB 144 set a $900 million program reserve (also referred to as the program contingency). The program contingency is currently at $757.3 million according to the TBPOC approved budget, unchanged from the previous quarter.

What Risk Management Does and Does Not Include

Risk management of a project addresses risks that may affect its defined objectives of cost, time, scope and quality. Given a project plan, risk management generally looks at ways in which the project may not go according to plan. Risk management focuses on the defined project scope and objectives, and therefore does not include:

1. Risks or possible decisions that may kill the project. If the project ceases to exist, there are no risks to manage.

   For example, risk management does not include risks such as the loss of funding, natural disaster that destroys all or part of the construction or acts of governments.

2. Risks or possible decisions that may materially change the project. If the project objectives are changed substantially, risk management will start afresh on the "new" project.

   For example, the YBI Detour contract was materially changed by the YBID Implementation Strategy Memorandum. The risk of such a decision was not in the risk register of the original contract.

   In a nutshell, risk management is confined to quantifying risks that are intended to be covered by project and program contingency.

DEVELOPMENTS IN THE THIRD QUARTER

SAS Contract

Some of the main risk management accomplishments on the SAS contract during the third Quarter 2008 were:

a) MEP (mechanical/electrical/piping systems): The MEP focus team developed several risk responses in the third quarter. The MEP team proposes to integrate the planned MEP contract work into the SAS contract as a contract change order. This will mitigate schedule risk to the opening of the new span and will enhance system compatibility throughout the structure.

b) "Green Tag" Process: Quality Assurance of the fabrication of the SAS is necessary for the structure to achieve its life-line designation and the stipulated 150-year design life. Tracking and documenting the quality control of each fabricated piece through the fabrication process is a more efficient method to ensure the quality of the work than the original periodic quality control reporting. Team China implemented the new Green Tagging Procedures in the 3rd quarter. The new procedures will mitigate future fabrication schedule risk and help deliver a top-quality project.

c) Acceptance of the Criteria Contract Change Order (CCO): There had been continuing discussion with the contractor about the interpretation of contractual criteria for accepting welding work in China. The criteria were clarified by the CCO and implemented by Team China.

d) Tack Weld Issue: Resolved by engaging the contractor, industry experts and Team China. Caltrans instituted inspection protocols approved by engineering professionals from around the world and placed a number of qualified construction and inspection staff at the fabrication facilities to ensure quality. Furthermore, the TBPOC is negotiating directly with the SAS contractor to mitigate any schedule delays.

e) Cable Issues: The Cable Engineering Risk Management (CERM) team continued to engage international experts to help resolve the complex cable engineering and geometry issues. The SAS main cable geometry depends on the weight of the Orthotropic Box Girder (OBG) and the suspender loads. The CERM team has recommended that additional cable bands and cable brackets be procured to cover all potential geometry variations that may occur where the cable interacts with the deck.

Yerba Buena Island Detour (YBID) Contract

Some of the main risk management developments in the third quarter on the YBI Detour contract are:

a) East Tie-In: The addition of a second fabricator removes the truss fabrication from the schedule critical path and mitigates schedule risk to the traffic shift planned for the fall of 2009.

b) East Tie-In: The procurement of the crane trestle on the YBI shoreline allows flexibility in construction going forward and reduces schedule risk during the critical weeks before the traffic switch.

c) East Tie-In: Collaborative on-site meetings between Caltrans Construction, Design and the contractor have

resolved many issues in design and fabrication processes and reduced schedule risk (e.g. truss camber).

d) West Tie-In: Incentive/disincentive provisions will assist in keeping this portion of the work off the critical schedule path.

e) West Tie-In: Developing high performance concrete to accelerate the closure pour will help insure that the Bay Bridge can be returned to service as soon as possible during the traffic switch.

f) YBI Transition Structure Advance Work: Elimination of the mass concrete requirement has resulted in cost savings to the contract.

g) Demolition: The contract team is assessing a new strategy to allow demolition work to proceed on all spans after the traffic switch instead of demolishing the bridge one span at a time. The new approach uses falsework and the contractor's jacking system to help protect the access road to the Coast Guard station while the demolition work is in progress.

Oakland Touchdown Westbound (OTD #1) Contract

Some of the main risk management developments on the OTD1 contract during the third quarter 2008 were:

a) Caltrans is engaging the contractor to commence the Integrated Shop Drawings (ISD) preparation earlier for the eastbound bridge.

b) Caltrans is assessing the option to procure additional falsework to help mitigate potential delays.

c) Caltrans safety and stormwater pollution prevention personnel have been engaged to help interact with OSHA and other permitting agencies to mitigate schedule risk.

d) Adopting successful risk management practices from the Skyway and E2-T1 contracts, Caltrans is aggressively managing claims to achieve early settlements.

YBI Transition Structure (YBITS#1) Contract

Some of the main risk management developments on the YBITS #1 contract during the third quarter 2008 were:

a) The contract specifications team began work on refining the integrated shop drawing specification and process.

b) The contract specifications team is recommending that a "working campus" specification be added to help resolve future congestion and conflict issues.

c) The focus group addressing Hinge K risks delivered its recommendations during the third quarter.

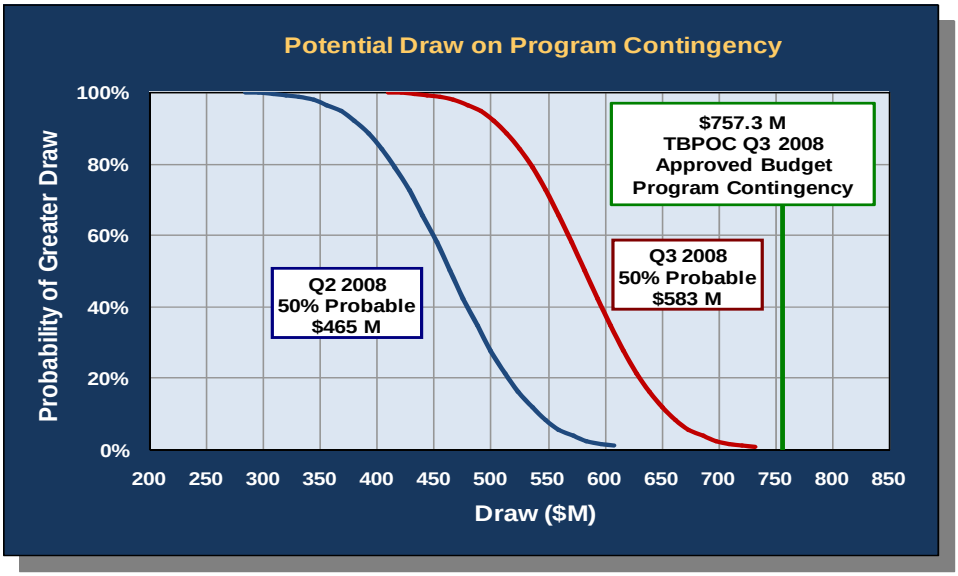


Figure 1 – potential draw on program contingency

The curve in Figure 1 can be used to directly read off the probability of exceeding any value of cost. For example, there is a 20% chance of exceeding $625M. Note that although the curve appears to reach a zero probability of overrun at about $730M, there is still less than a 1% chance of some cost greater than $730M. None of the probabilities above $730M are zero; they are just very small, much less than 1%. Note that the curve does not include risks or possible decisions that may kill or materially change the project.
The $740.3 M TBPOC Q4 2008 Approved Budget Program Contingency is sufficient to cover identified risks. Ongoing risk mitigation actions will continue to be developed and implemented to reduce the potential draw on the Program Contingency.

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Dumbarton Bridge Seismic Retrofit Project

Project Status: In Design

The Dumbarton Bridge was opened to traffic in 1982, linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge carries an average daily traffic of nearly 60,000 vehicles over its six lanes, and has an eight-foot bicycle/pedestrian lane to the south.

While located between the San Andreas and Hayward faults, the Dumbarton Bridge was not included in the Toll Bridge Seismic Retrofit Program based on evaluations made in the 1990s that concluded that bridge did not warrant retrofitting. The bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

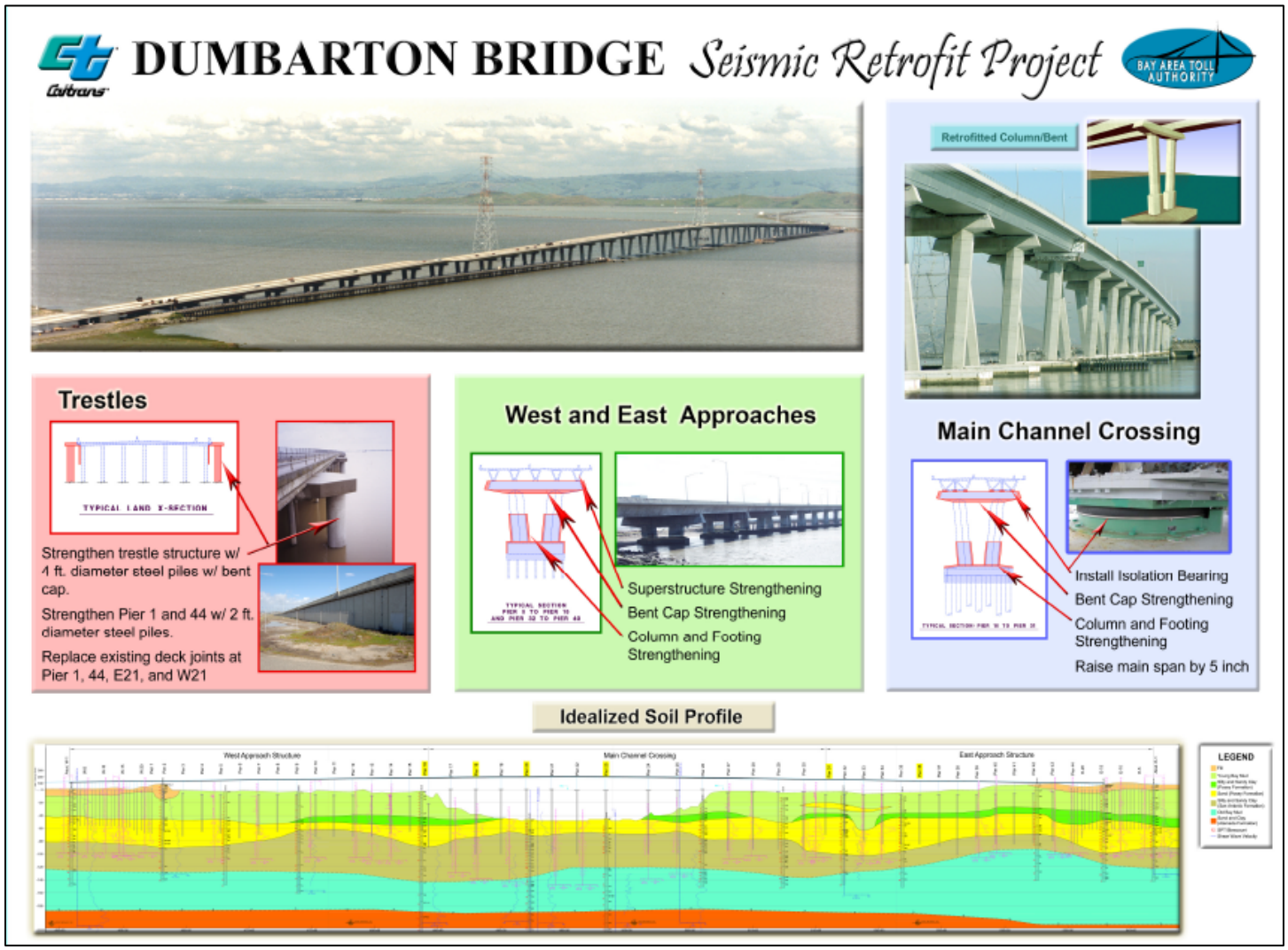
Mock-up of Dumbarton pier columns undergoing seismic testing

Existing Dumbarton Bridge looking east toward the Alameda County foothills

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps toward retrofitting the Dumbarton bridge, even though full funding for the project has not yet identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This includes detailed geotechnical and geophysical investigations at the bridge, and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Dumbarton Bridge includes superstructure and deck modifications, plus strengthening of the over-land approach slab structures. Additional activities are identified in the attached diagram. The Toll Bridge Seismic Safety Peer Review Panel has been presented the results of the seismic analysis and proposed retrofit strategy.

Status: The project team is scheduled to deliver 65 percent design plans for review in March 2009. Complete plans and specifications are expected by the end of the year, with contract advertisement in 2010. The estimated cost of the Dumbarton Bridge seismic retrofit is $637 million. Full funding for the project has not yet been identified, but likely will come from a combination of sources, such as a toll increase, and state and/or federal funding.



Seismic Retrofit Strategy Summary for Dumbarton Bridge

SEISMIC RETROFIT OF DUMBARTON AND ANTIOCH BRIDGES

Antioch Bridge Seismic Retrofit Project

Project Status: In Design

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River linking eastern Contra Costa County with Sacramento County. The current bridge was opened in 1978 with one lane in each direction and carries an average of over 10,000 vehicles a day. Approximately 1.8 miles long, the bridge is a steel girder support roadway on reinforced concrete columns and foundations.

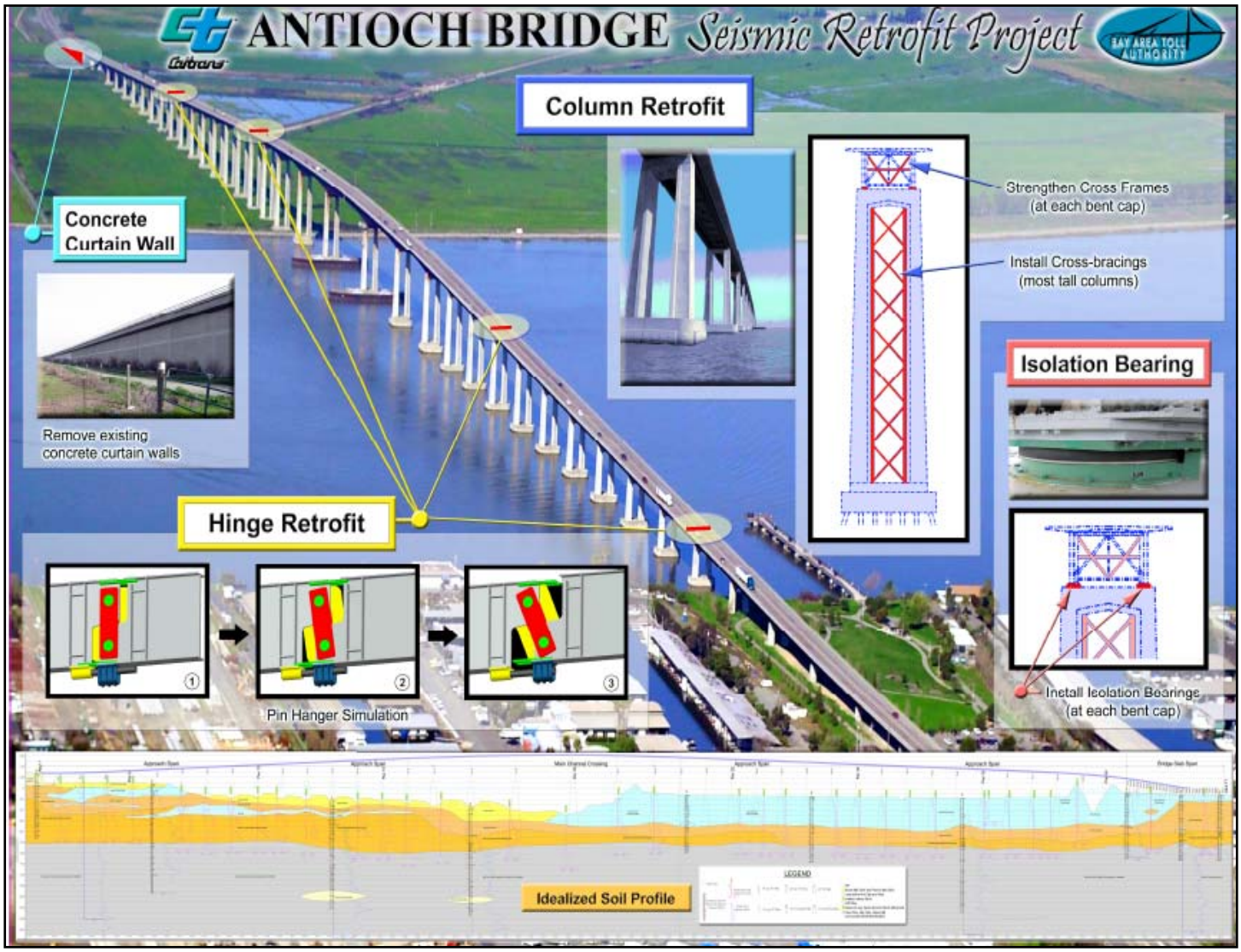
Like the Dumbarton Bridge, the Antioch bridge was not included in the Toll Bridge Seismic Retrofit Program, based on evaluations made in the 1990s that concluded that the bridge did not warrant retrofitting. The Antioch bridge has since been reevaluated for seismic vulnerability based on more recent seismic engineering, which has shown the bridge to be susceptible to damage from a major earthquake.

Based on the vulnerability studies and a follow-up sensitivity analysis of seismic risk, Caltrans and BATA decided to take steps towards the retrofitting the Antioch Bridge, even though full funding for the project has not yet be identified. Using BATA toll bridge rehabilitation funding, a comprehensive seismic analysis of the bridge has commenced. This analysis includes detailed geotechnical and geophysical investigation at the bridge, and the development of a seismic retrofit strategy and design plans.

The current retrofit strategy for the Antioch Bridge includes relatively minor modifications to the approach structure on Sherman Island, addition of isolation bearings, strengthening of the columns, and hinge retrofits. The Toll Bridge Seismic Safety Peer Review Panel has been presented the results of the seismic analysis and proposed retrofit strategy.

Antioch Bridge

Status: The project team is scheduled to deliver 65 percent design plans for review in March 2009. Complete plans and specifications are expected by the end of the year, with contract advertisement in 2010. The estimated cost of the Antioch Bridge seismic retrofit is $313 million. Full funding for the project has not yet been identified, but likely will come from a combination of sources, such as a toll increase, and state and/or federal funding.



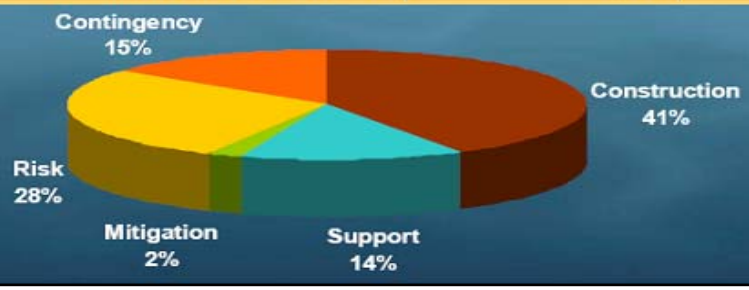
Seismic Retrofit Strategy Summary for Antioch Bridge

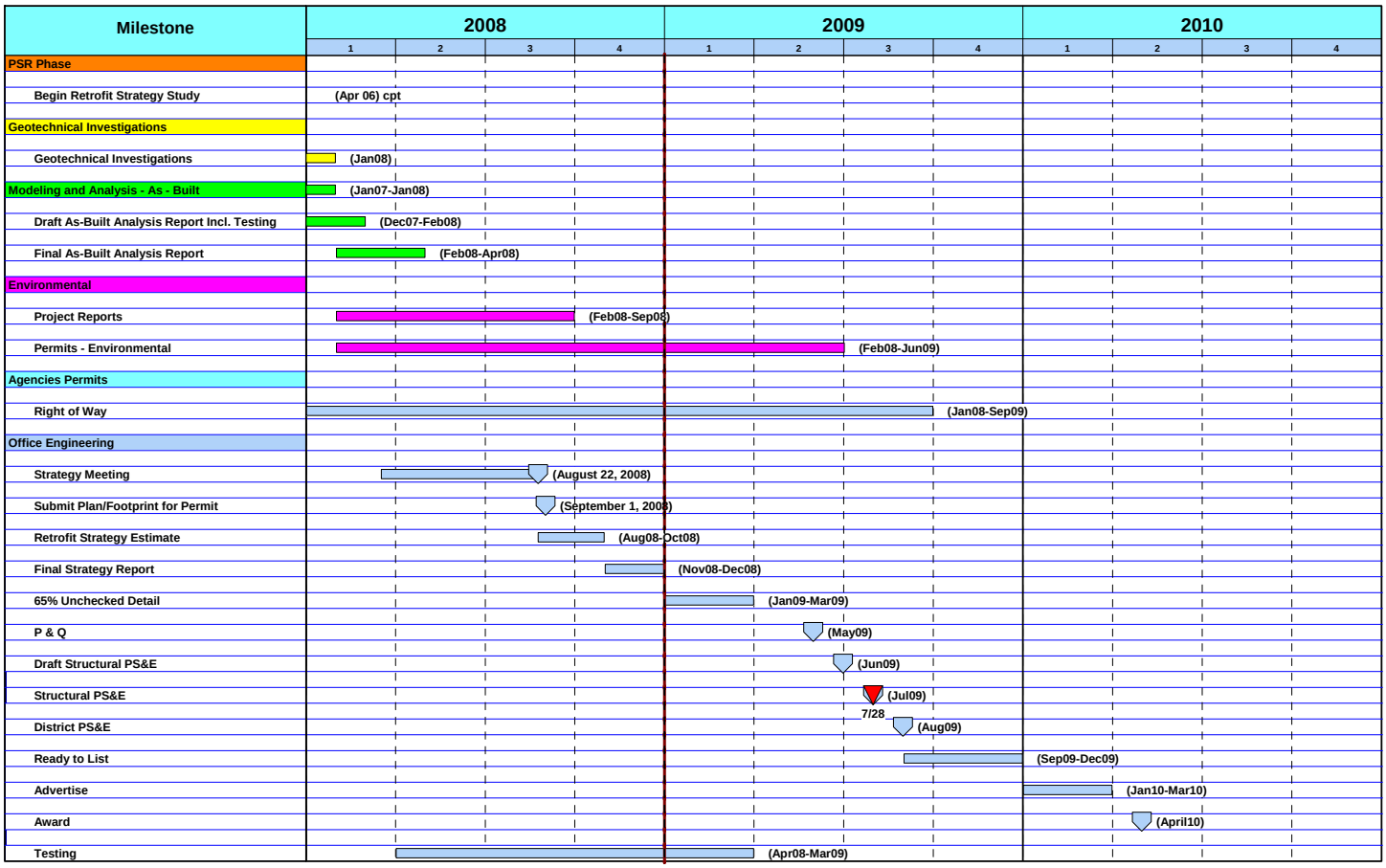
Seismic Retrofits of Dumbarton and Antioch Bridges

Project Cost and Schedule Summaries

Total Project Costs - $950 Million

Description	Antioch ($ Millions)	Dumbarton ($ Millions)
CONSTRUCTION COST (ESCALATION TO MID YEAR OF CONSTRUCTION)	$125	$267
CONTINGENCIES	44	94
SUBTOTAL CAPITAL COSTS	169	361
SUPPORT COSTS	39	95
MITIGATION COSTS	13	7
RISK COSTS	92	174
TOTAL COST ESTIMATE	$313	$637





REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

New Benicia-Martinez Bridge Project

Project Status: New Bridge Completed 2007

The new Congressman George Miller Bridge opened to traffic in August 2007, taking its place alongside the existing 1962 Benicia-Martinez Bridge, which is named for Congressman Miller's father, the late George Miller, Jr. The new bridge carries five lanes of northbound Interstate 680 traffic, while the existing bridge is being upgraded to carry four lanes of southbound traffic and a new bicycle/pedestrian pathway.

Decades in the planning and construction, the new bridge is designed to a "Lifeline" seismic design standard, expected to be available for emergency response vehicles soon after a major seismic event. Constructed of lightweight concrete, the structure is one of the longest post-tensioned reinforced cast-in-place concrete bridges in the world. The new toll plaza, relocated from Benicia to Martinez, features the Bay Area's first Fas-Trak® express lanes, which vastly increase the throughput of vehicles using electronic toll collection.

New Benicia-Martinez Bridge opened to traffic in August 2007.

1962 Benicia-Martinez Bridge Reconstruction Contract

Contractor: ACC/Top Grade, Joint Venture
Approved Capital Outlay Budget: $ 59.5 M
Status: 63% Complete (Cost)

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile deck on steel truss bridge is being modified to carry four lanes of southbound traffic (one more than before) — with shoulders on both sides — plus a bicycle/pedestrian path on the west side of the span that will connect to Park Road in Benicia and to Marina Vista Boulevard in Martinez.

Stage 1 – Reconstruction of East Side of Bridge and Approaches

Completed in August 2008, this stage involved removal of the old toll plaza on the Benicia side of the bridge, deck repairs on the east side of span, and repair of the roadway undulations on the southern approach just south of the Marina Vista interchange.

Activity Status: Completed

Workers demolishing old section of deck for rehabilitation.

Stage 2 – Reconstruction of West Side of Bridge and Approaches and Construction of Bicycle/Pedestrian Pathway

This stage began after southbound traffic was shifted from the west side of the bridge to the newly refurbished east side, It involves repairing the west side bridge deck, repairing undulations on the west side of the roadway in Martinez, demolishing obsolete I-680/I-780 interchange structures, realigning southbound Interstate 680 for four lanes, and construction of the barrier separating traffic lanes from the bicycle/pedestrian path.

Activity Status: Remaining tasks include jacking up the western portions of the Marina Vista interchange to bring the lanes into the proper alignment, completion of deck rehabilitation work, repair of roadway undulations, and the addition of a new concrete barrier to separate pedestrians and bicyclists from vehicular traffic. The work is currently two months ahead of schedule.

Pedestrian/bicycle pathway interior barrier being mocked-up.

New pedestrian/bicycle pathway is under construction on west side of existing bridge.

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project Project Status: Under Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

This corridor consistently is one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880.

Future Interstate 880/State Route 92 Interchange (as simulated) looking east towards San Mateo.

Interstate 880/State Route 92 Interchange Reconstruction Contract

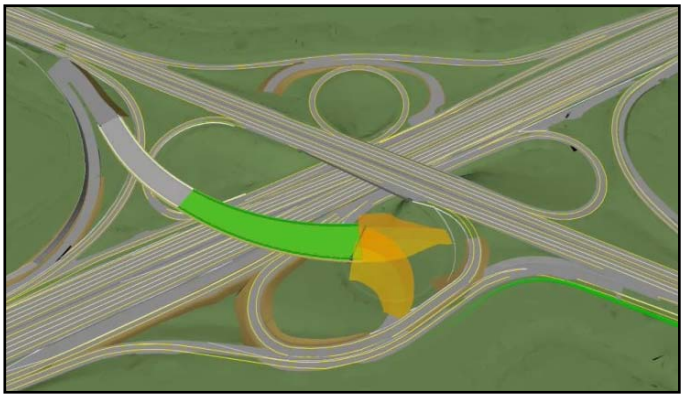
Contractor: Flatiron/Granite
Approved Capital Outlay Budget: $ 155.0 M
Status: 44% Complete (Cost)

New East Route 92 to North Interstate 880 Connector under construction.

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical flyover structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Activity Status: The structure is nearly complete and is scheduled to open to detour traffic in early May 2009.

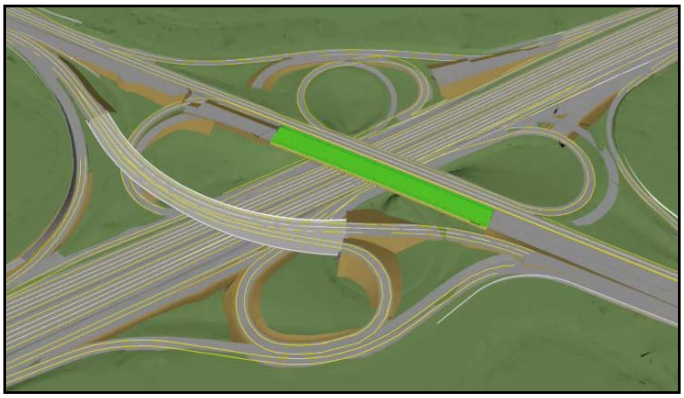


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR-92 over I-880 can be replaced. The separation structure needs to be elevated to accommodate east Route 92 to north Interstate 80 traffic under it without a loop alignment. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, south side of the structure will be replaced, while West Route 92 and south Interstate 880 to east Route 92 traffic will stay on the remaining structure.

Activity Status: Pending Stage 1.

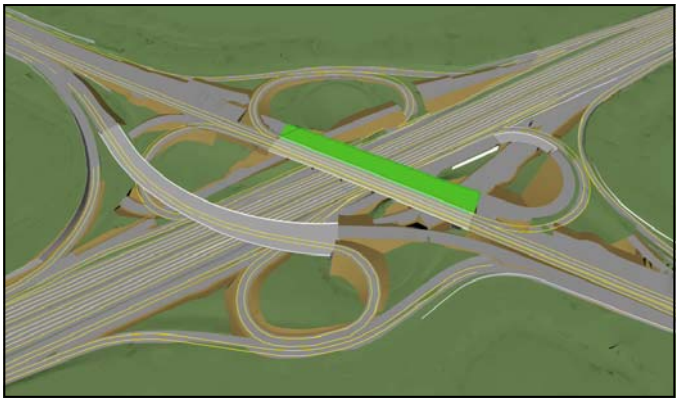


Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic now shifted onto the newly reconstructed south side.

Activity Status: Pending Stage 2

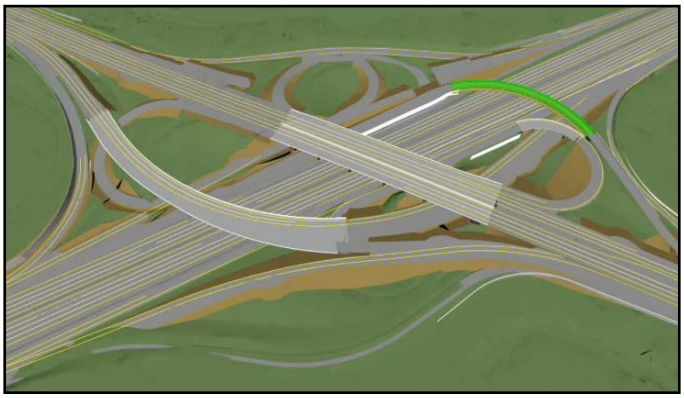


Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

Upon completion of the Route 92 Separation structure, east Route 92 traffic can be shifted onto its permanent alignment from the new ENCONN and directly under the new Separation structure. Along with the ENCONN and Route 92 Separation structures, several soundwalls, a pedestrian overcrossing of I-880 at Eldridge Avenue, and other ramps and structures also will be reconstructed as part of this project.

Activity Status: Soundwalls in the northwest and southwest quadrants of the interchange are complete. Work continues on walls in the southeast and northeast quadrants, as well as on the pedestrian overcrossing. Final realignment pending Stage 3.



Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge Widening Project
Project Status: Completed 2003

Widen San Mateo-Hayward Bridge Trestle on left.

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of bridge.

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

New Alfred Zampa Memorial (Carquinez) Bridge

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle and pedestrian pathway.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the U.S. 101/Marsh Road interchange by adding additional lanes and turn pockets, and improving bicycle and pedestrian access in the area.

APPENDICES

A Toll Bridge Seismic Retrofit Program:
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

B Toll Bridge Seismic Retrofit Program Cost Detail

C Yerba Buena Island Transition Structures (YBITS) Program Diagram

D. Oakland Touchdown (OTD) #1 Program Diagram

E Regional Measure 1 Program Cost Detail

F Regional Measure 1 Program Summary Schedule

G Glossary of Terms

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB)
EAST SPAN REPLACEMENT PROJECT COST DETAIL

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast (09/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	(16.0)	181.0	180.8	181.0	-
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.5	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,417.3	1,435.1	-
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction		313.5	(32.6)	280.9	274.5	280.9	-
Total		366.0	(54.1)	311.9	302.8	311.9	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	105.6	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	528.9	1,767.4	13.7
Total		1,968.3	-	1,968.3	634.5	1,982.0	13.7
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.4	36.6	66.0	49.8	66.0	-
Capital Outlay Construction		132.0	310.2	442.2	233.2	461.2	19.0
Total		161.4	346.8	508.2	283.0	527.2	19.0
YBI Transition Structures (see notes below)	**0120PX**						
Capital Outlay Support		78.7	-	78.7	21.5	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	21.5	354.8	-
*** YBI- Transition Structures Contract No. 1**							
Capital Outlay Support					3.4	45.0	
Capital Outlay Construction					-	214.3	
Total					3.4	259.3	
*** YBI- Transition Structures Contract No. 2**							
Capital Outlay Support					1.7	16.0	
Capital Outlay Construction					-	58.5	
Total					1.7	74.5	
*** YBI- Transition Structures Contract No. 3 Landscape**							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	43.3	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	123.0	302.5	18.7
Total		358.2	-	358.2	166.3	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					20.7	49.9	
Capital Outlay Construction					115.2	226.5	
Total					135.9	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					1.2	15.8	
Capital Outlay Construction					-	62.0	
Total					1.2	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					0.5	1.4	
Capital Outlay Construction					-	4.4	
Total					0.5	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB)
EAST SPAN REPLACEMENT PROJECT COST DETAIL (continued)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast (09/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.4	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.4	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	2.0	8.0	7.9	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	16.6	18.3	-
Total		21.0	5.3	26.3	24.5	26.3	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	39.3	72.4	-
Total		72.4	-	72.4	39.3	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	646.6	977.1	17.7
Subtotal Capital Outlay Construction		4,492.2	218.8	4,711.0	2,541.2	4,745.2	34.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**215.5**	**5,702.1**	**3,188.5**	**5,730.0**	**27.9**

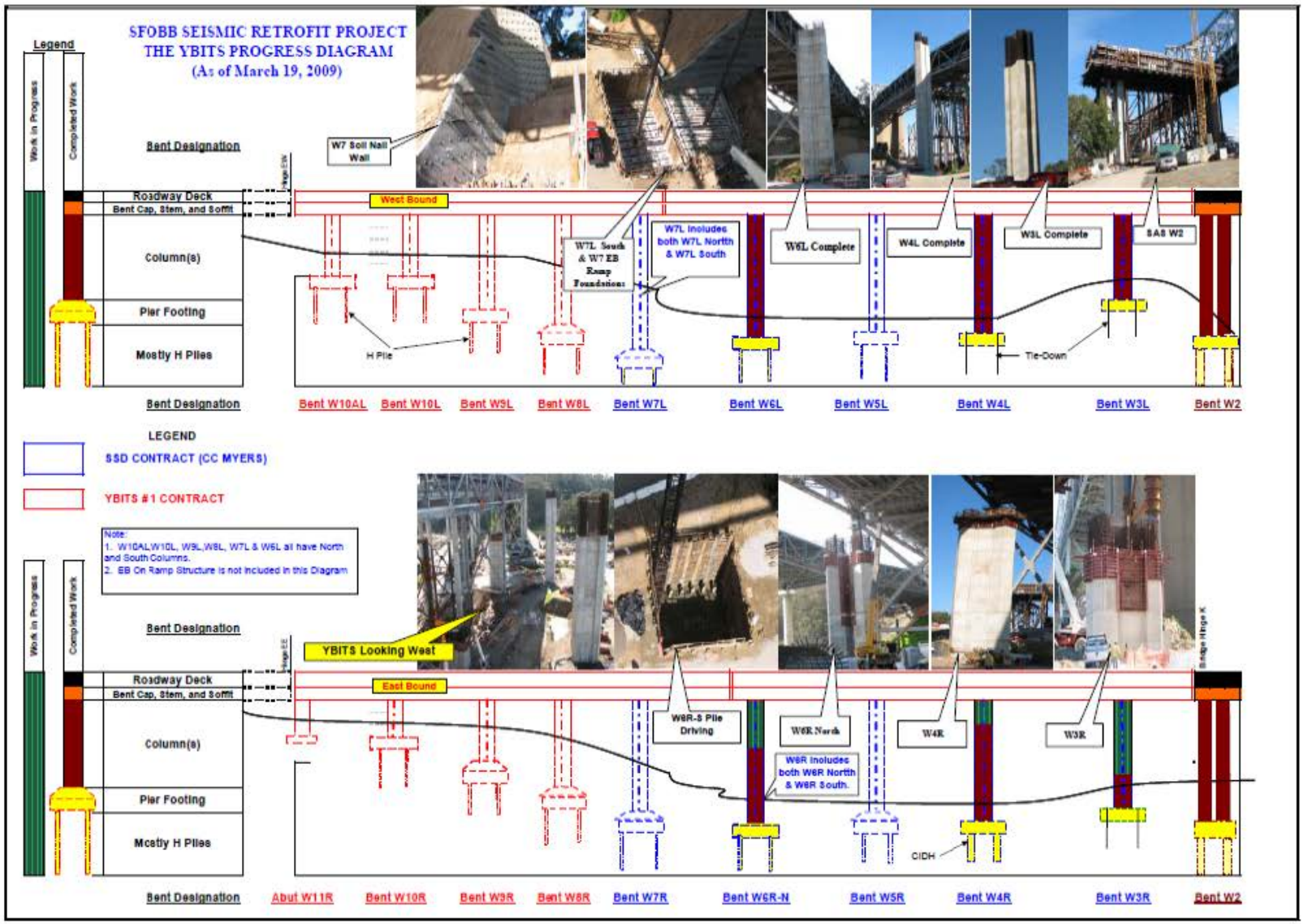
Note: Details may not sum to totals due to rounding effects.

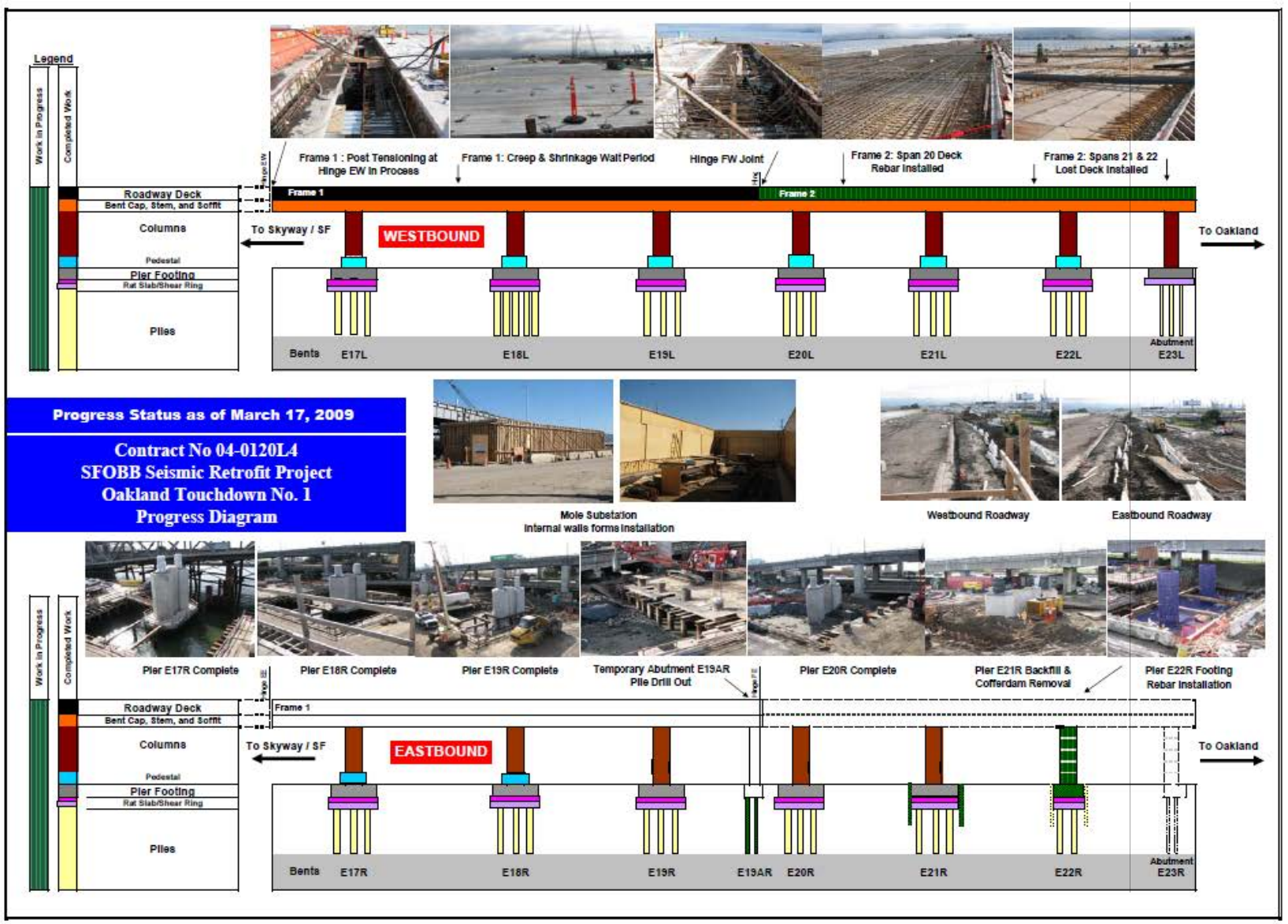
Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast (09/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	646.6	977.1	17.8
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,541.2	4,745.2	34.2
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	215.5	5,702.1	3,188.5	5,730.0	27.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	110.0	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	292.5	350.7	17.0
Total	429.0	24.7	453.7	402.5	470.7	17.0
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	668.1	689.5	-
Total	914.0	(97.5)	816.5	794.8	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,102.7	1,443.9	17.8
Subtotal Capital Outlay	6,286.8	153.0	6,439.8	4,200.8	6,491.0	51.2
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	142.7	7,927.7	5,328.9	7,972.6	44.9
Program Contingency	900.0	(142.7)	757.3	-	712.4	(44.9)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**5,328.9**	**8,685.0**	**-**

Note: Details may not sum to totals due to rounding effects.

Appendix C: YBITS Program Diagram




Legend
Work in Progress
Completed Work
Roadway Deck
Bent Cap, Stem, and Soffit
Columns
Pedestal
Pier Footing
Raft Slab/Shear Ring
Piles
Frame 1 : Post Tensioning at Hinge EW in Process
Frame 1: Creep & Shrinkage Wait Period
Hinge FW Joint
Frame 2: Span 20 Deck Rebar Installed
Frame 2: Spans 21 & 22 Lost Deck Installed
Frame 1
Frame 2
To Skyway / SF
WESTBOUND
To Oakland
Bents
E17L
E18L
E19L
E20L
E21L
E22L
Abutment E23L
Progress Status as of March 17, 2009
Contract No 04-0120L4
SFOBB Seismic Retrofit Project
Oakland Touchdown No. 1
Progress Diagram
Mole Substation
Internal walls forms installation
Westbound Roadway
Eastbound Roadway
Pier E17R Complete
Pier E18R Complete
Pier E19R Complete
Temporary Abutment E19AR Pile Drill Out
Pier E20R Complete
Pier E21R Backfill & Cofferdam Removal
Pier E22R Footing Rebar Installation
EASTBOUND
E17R
E18R
E19R
E19AR
E20R
E21R
E22R
Abutment E23R

Appendix E: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2009)	Cost To Date (02/2009)	Cost Forecast (02/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	6.7	91.6	91.7	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.8	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.9	766.6	-
Total		756.9	101.3	858.2	855.6	858.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.1	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.2	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	19.9	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.0	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.6	26.3	-
Total		36.2	5.8	42.0	39.3	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	14.3	18.6	14.7	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	21.1	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	21.1	59.5	-
Total		21.5	56.6	78.1	35.8	78.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	7.7	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	16.5	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Total		52.1	0.9	53.0	41.2	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	179.8	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	948.2	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,183.1**	**1,272.5**	**-**

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix F: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2009)	Cost To Date (02/2009)	Cost Forecast (02/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	15.5	15.5	(0.6)
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	-	51.3	50.3	50.7	(0.6)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	16.3	16.3	0.3
Capital Outlay Construction		18.8	(0.8)	18.0	16.1	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	42.3	44.9	0.4
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	123.9	123.9	(0.3)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	378.7	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.3	(8.8)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**512.5**	**519.2**	**(9.0)**

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix F: Regional Measure 1 Program Cost Detail ($ Millions) (Continued)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2009)	Cost To Date (02/2009)	Cost Forecast (02/2009)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**04152_**						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.6	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	26.2	55.0	45.5	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	56.7	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	56.7	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-
Project Reserves		0.3	17.8	18.1	-	18.1	-
Total		133.8	111.2	245.0	113.8	245.0	-
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.3	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.4	36.0	(0.1)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	396.3	412.9	(0.4)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,640.3	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	6.9	49.4	39.2	48.5	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	20.2	55.8	-	50.3	(5.5)
Total RM1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,175.4**	**2,416.4**	**(20.0)**

Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

Note: Details may not sum to totals due to rounding effects.

Appendix G: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4a1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island (YBI) Ramps

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
On April 2, representatives from the City/ County of San Francisco will provide the TBPOC a briefing on the Yerba Buena Island (YBI) Ramps Project, as it relates to the YBITS No. 1 contract. Representatives will include:

- Jack Sylvan, Mayor's Office
- Kyri McClellan – Mayor's Office
- Eileen Goodwin - consultant to Mayor's Office
- Rodney Pimentel – AECOM, PA/ED consultant to SFCTA
- Jose Luis Moscovich - Executive Director, SFCTA (tentative)
- Eric Cordoba - SFCTA YBI Ramps Project Manager

Attachment(s):
YBI Ramps Project - TBPOC Presentation, as of March 23, 2009

AECOM

YERBA BUENA ISLAND RAMPS PROJECT

AGENDA

- Background
- Geometry Concept Review
- Goal – Include YBI Ramps Project in YBITS2
- Schedule
- YBITS 1 Addendum
- Project Funding
- YBI Bike/Pedestrian Circulation
- Architectural Design

Background

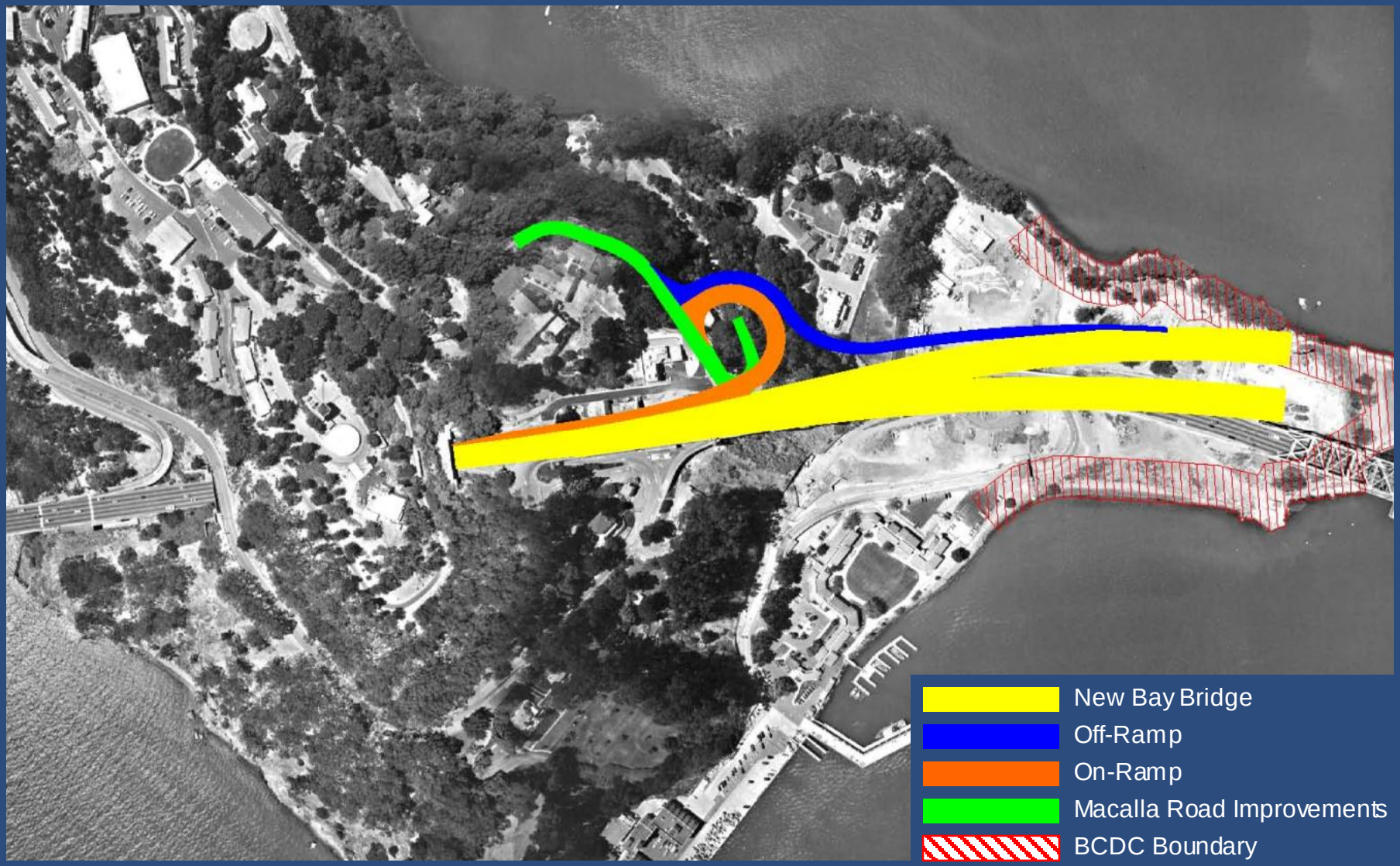
- Conceptual Feasibility Report dated March 2002
- Caltrans Project Study Report, Dec 19, 2007
- Draft EIR/EIS, Oct 2009
- Final EIR/EIS, April 2010

Current Project (YBI Ramps)

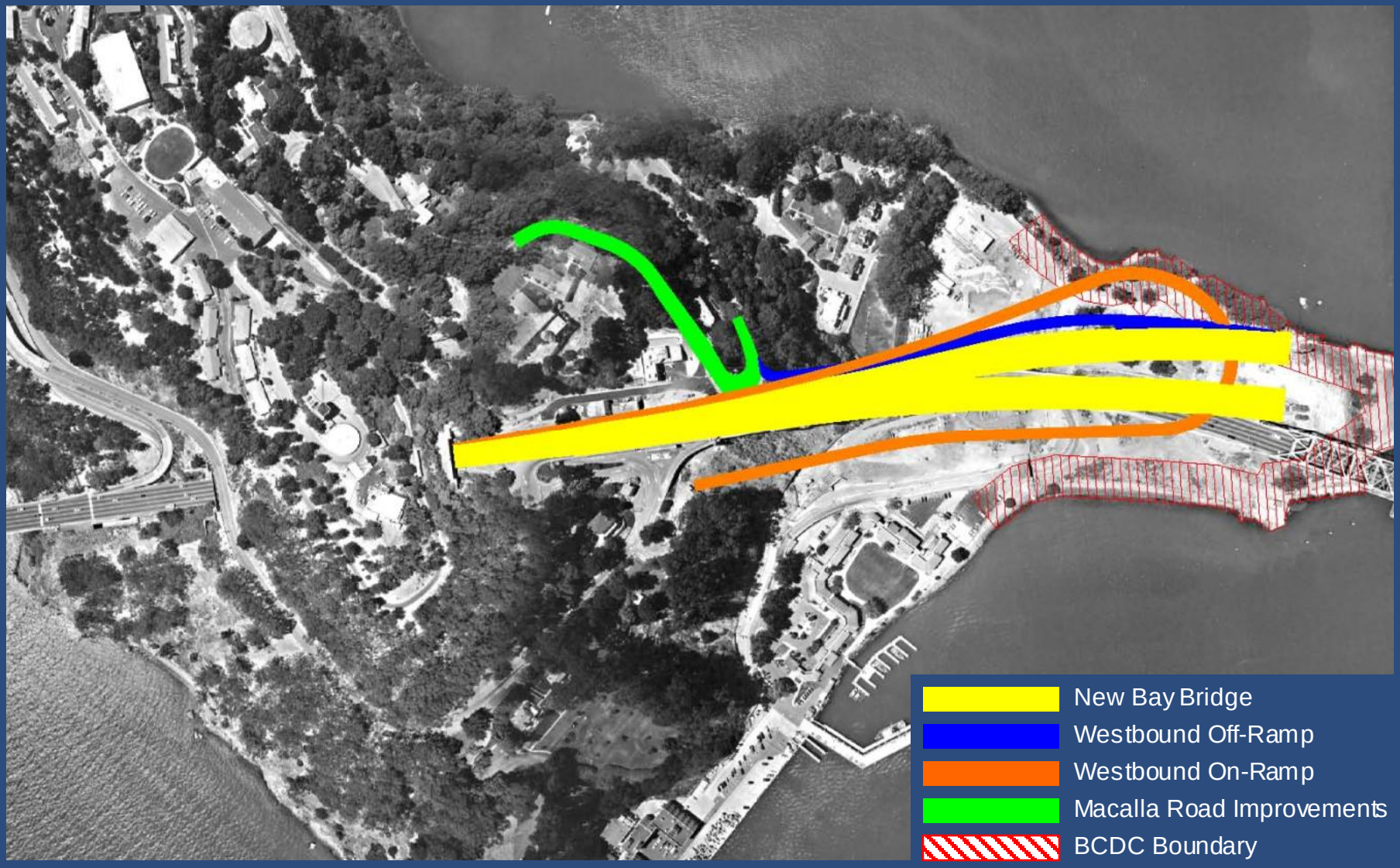
3 Alternatives

- No Build
- Alternative 2B
- Alternative 4

Alternative 2B – Preferred

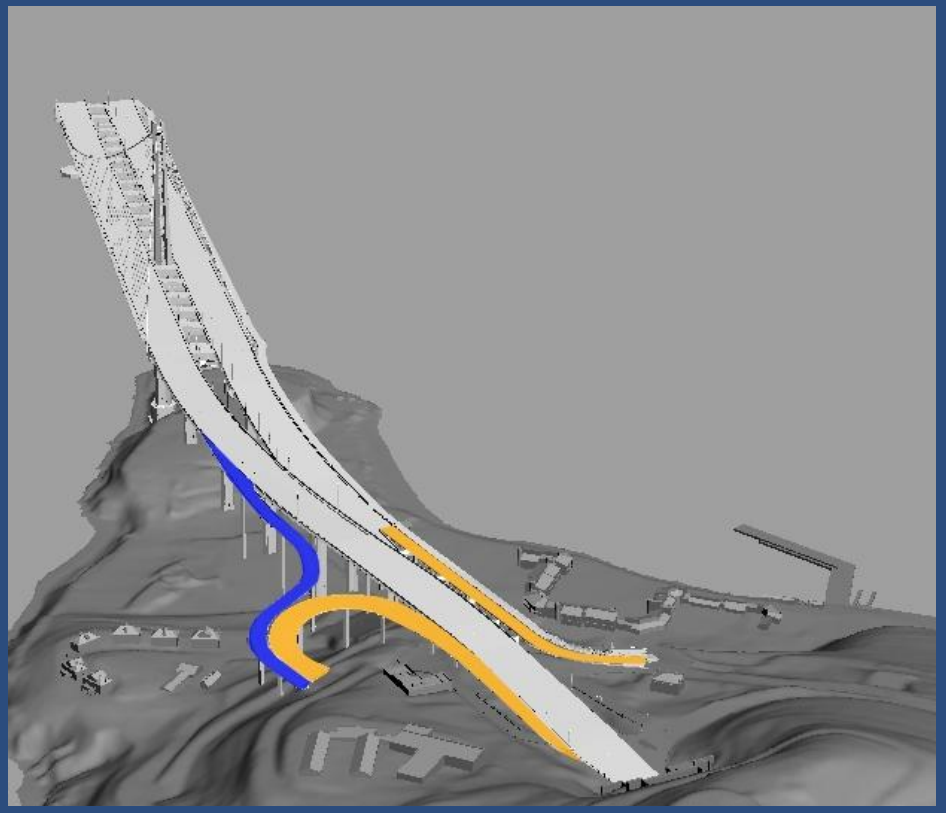


Alternative 4



Goal - Include YBI Ramps in YBITS 2 Contract to:

- Minimize Cost & Complexity of Delivering Ramps
- Deliver Better Ramps As Soon As Possible
  - WB Off-Ramp Standard Deceleration length
  - WB On-Ramp Better Acceleration length
    - 200’ existing
    - 720’ proposed



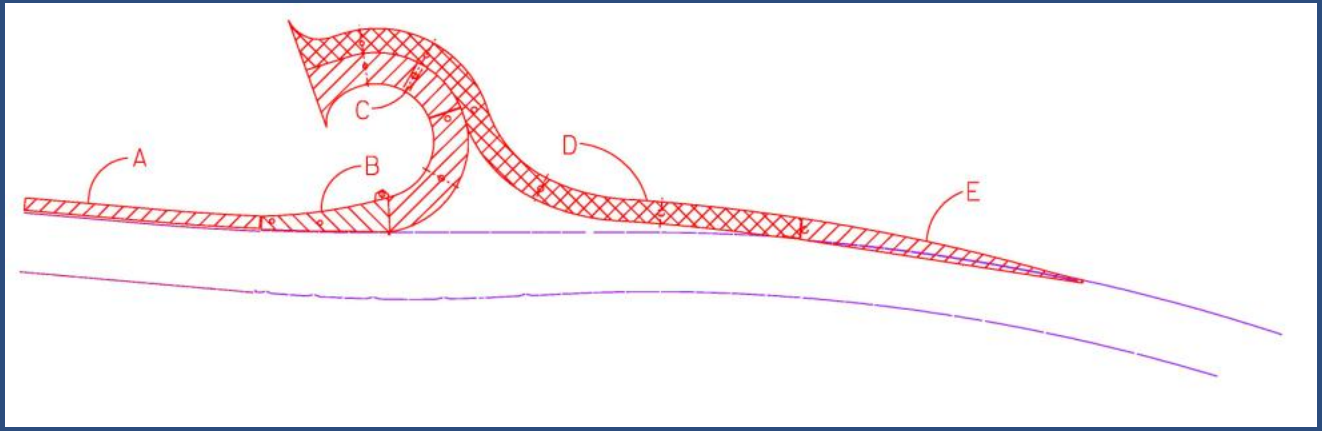
AECOM

Project Schedule

- April 9, 2009 Issue Addendum to Caltrans
- Oct, 2009 Draft ED
- April, 2010 Final ED
- Mar, 2011 Final PS&E to HQOE
- Aug 2011 Advertise YBI Ramps with YBITS 2
- Jan 2012 Open Bids for YBI Ramps and YBITS 2
- Apr 2012 Begin Construction YBI Ramps and YBITS 2

YBITS 1 Addendum

- YBI Ramps separated into 5 different structure packages
- Structure packages B & E attach to YBITS 1
- Addendum will add essential reinforcement for YBI Ramps
- Reinforcement will not impact YBITS 1 structure
- Not adding reinforcement will greatly impact cost and aesthetics of the YBI Ramps



YBI Ramps Project Funding

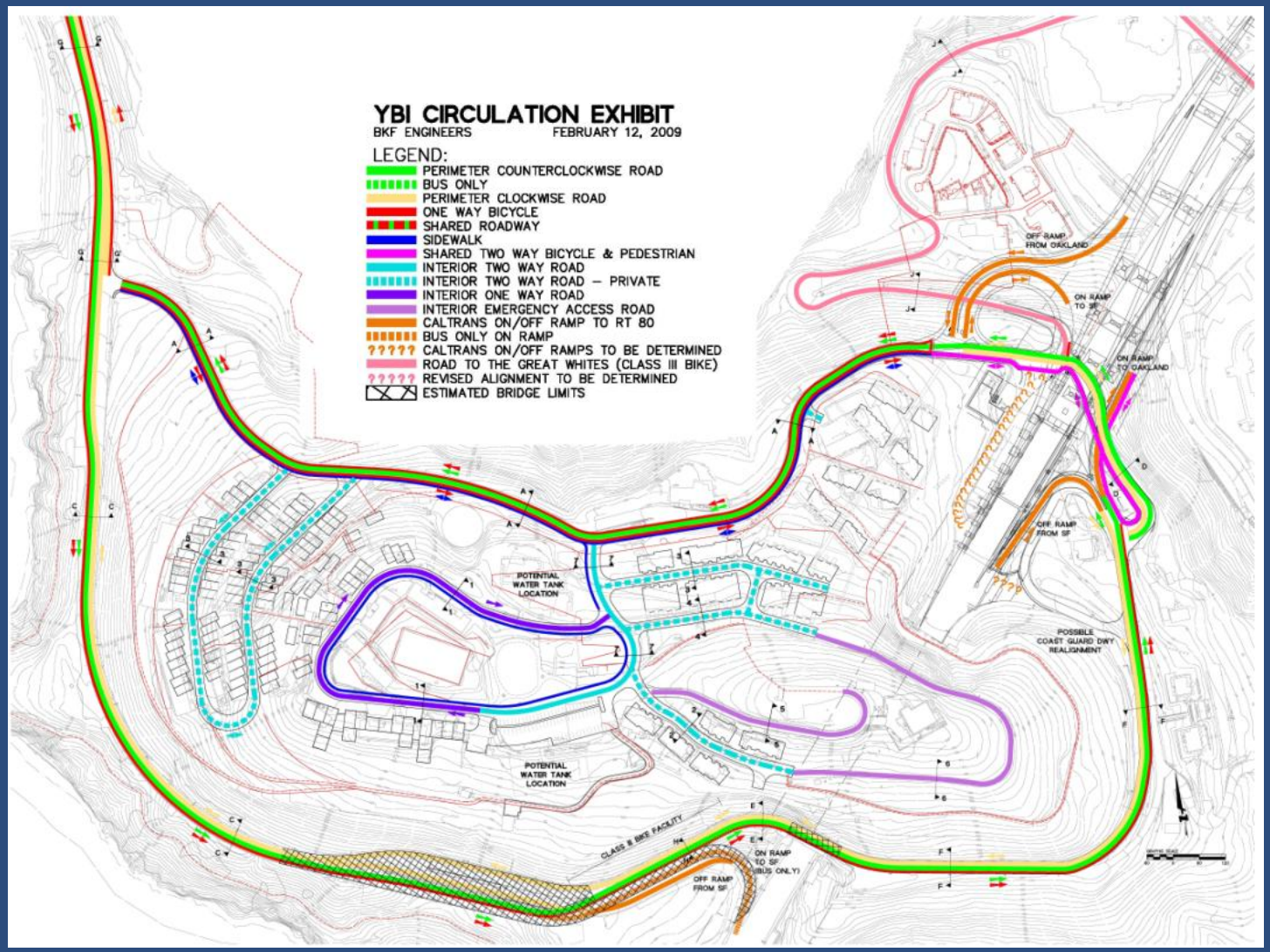
- PSR, locally $600k
- PA/ED, locally $2.5M
- PS&E, locally $12M
- Construction
  - $18M Prop 1B
  - $ 52M Federal & State

Comprehensive Bike/Ped network on YBI

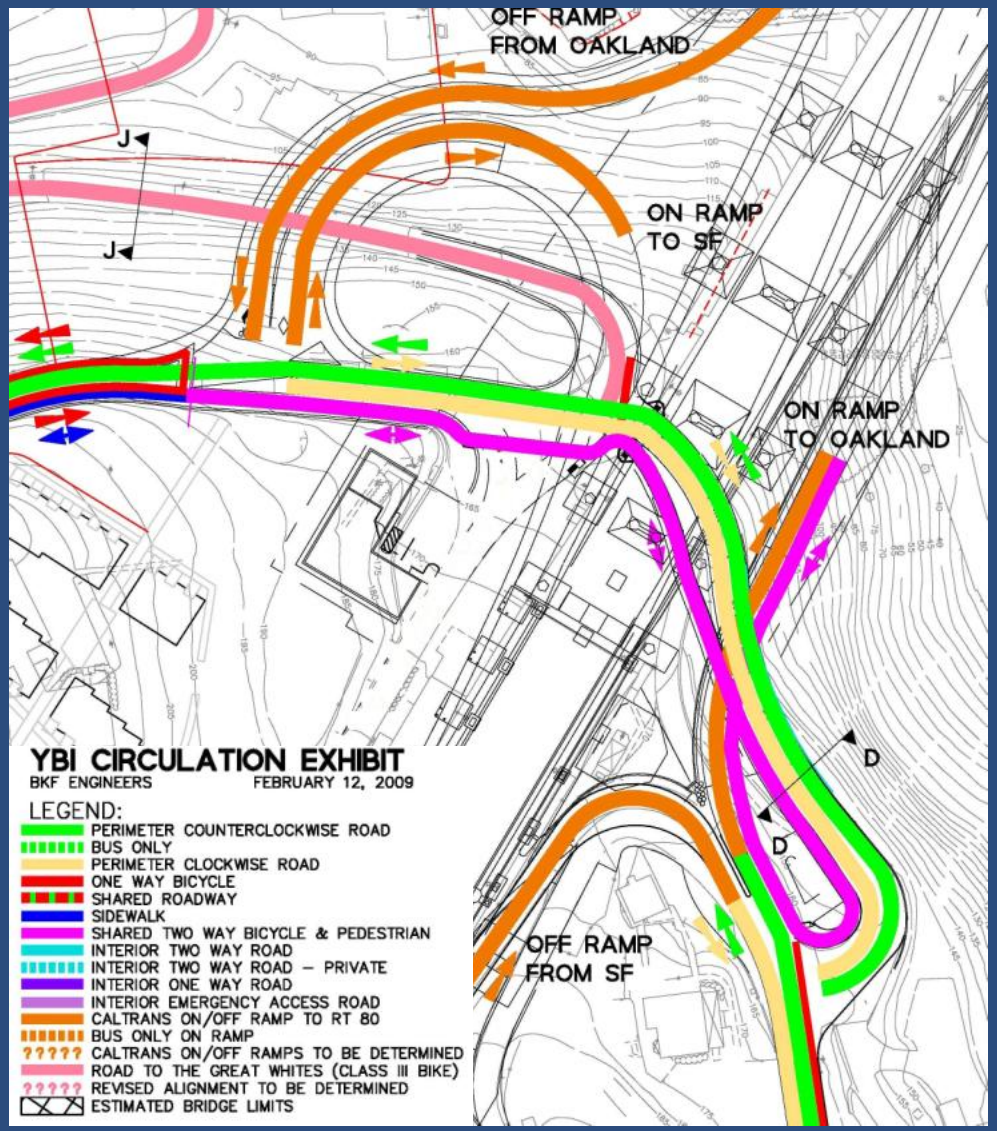
- Caltrans
- Treasure Island Development Authority
- San Francisco Bay Trail
- San Francisco Bicycle Coalition
- Bay Conservation and Development Commission

AECOM

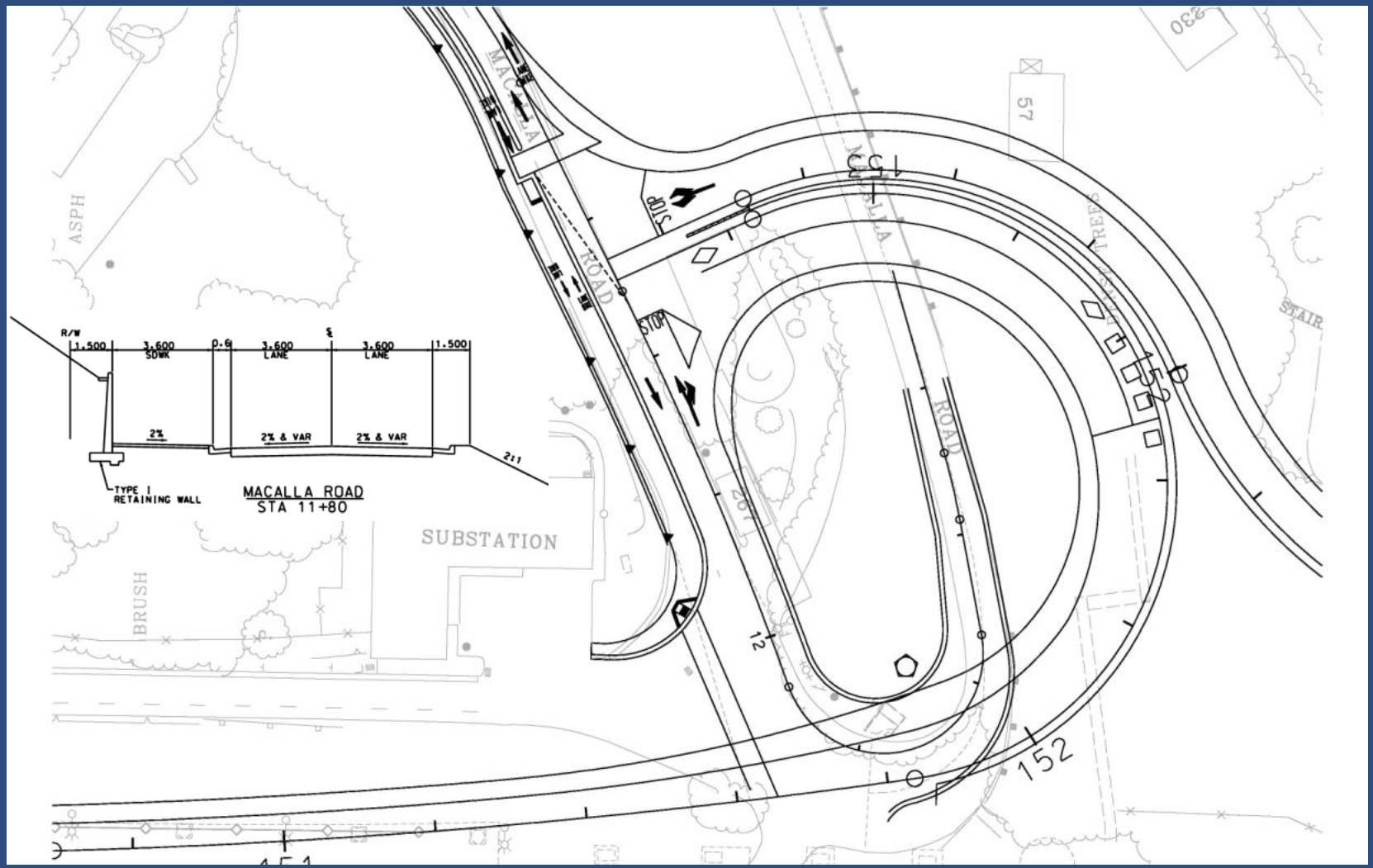
Proposed YBI Bike/Pedestrian Circulation



Bike/Pedestrian Transition to Island

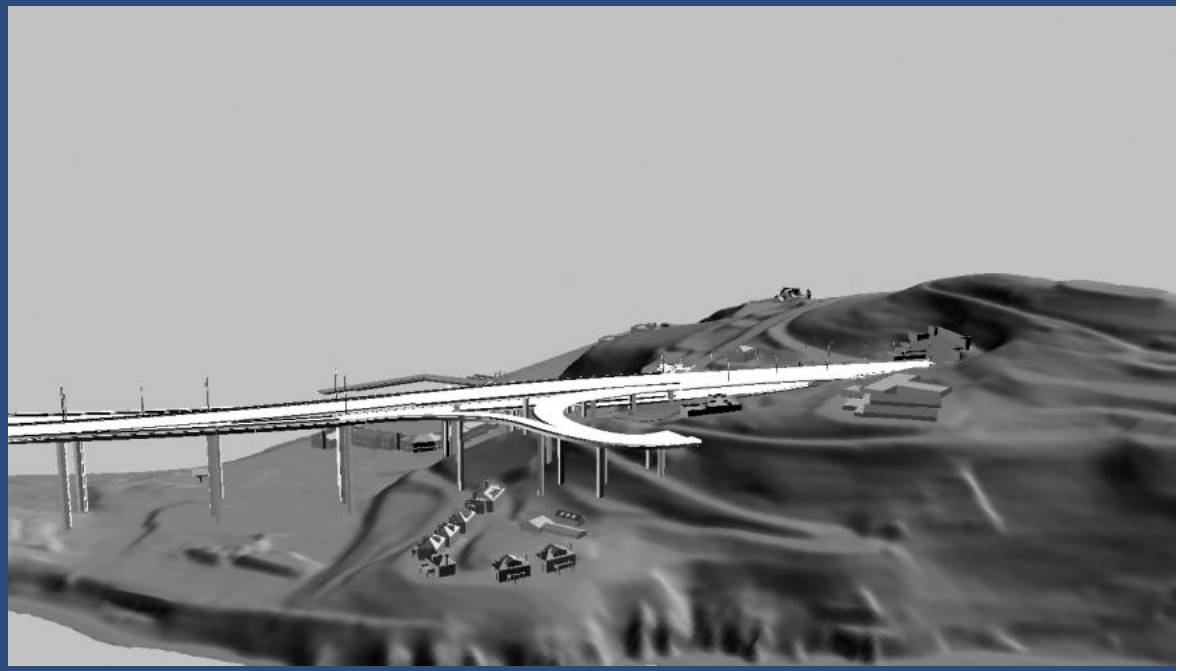


Terminus of Ramps

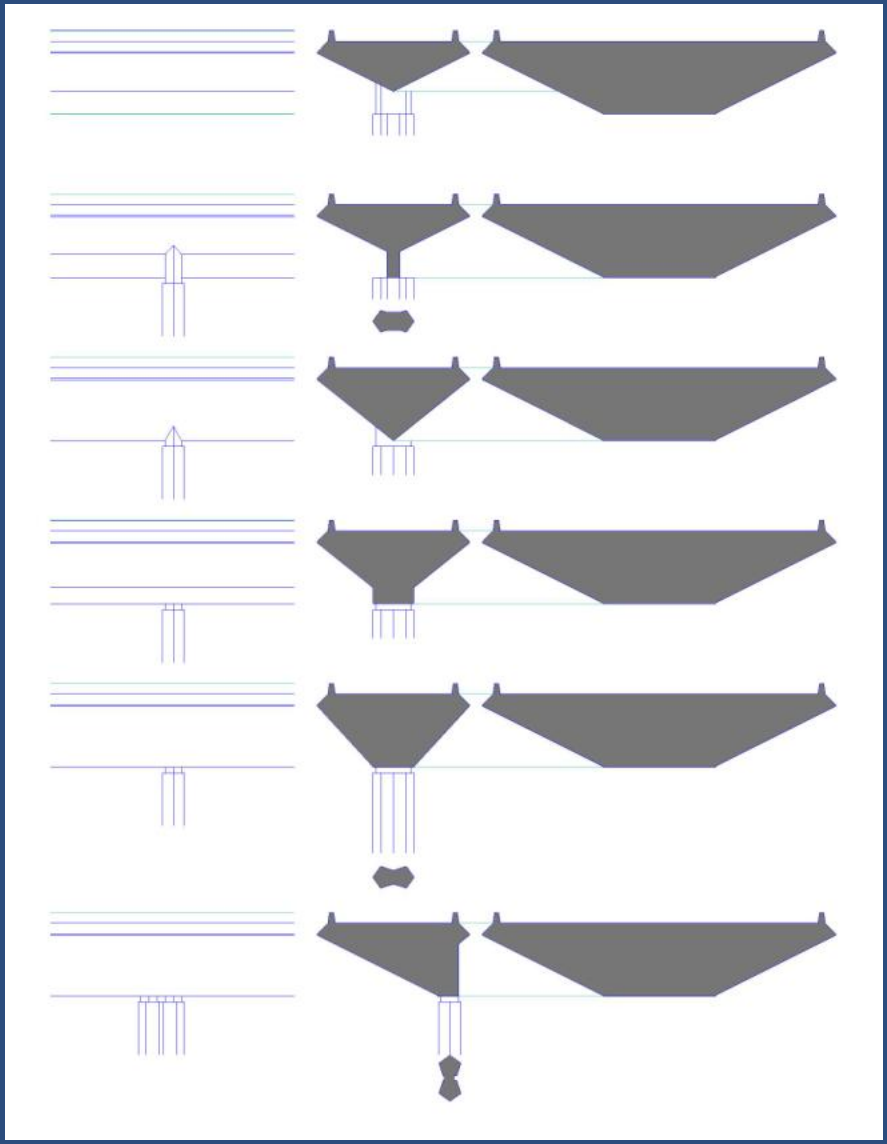


Architectural Design

- Relate the new structures to the bridge as a whole
- Ensure design continuity and order
- No new vocabulary
- Provide detail that reinforces and enhances structural elements



Consistency with Form

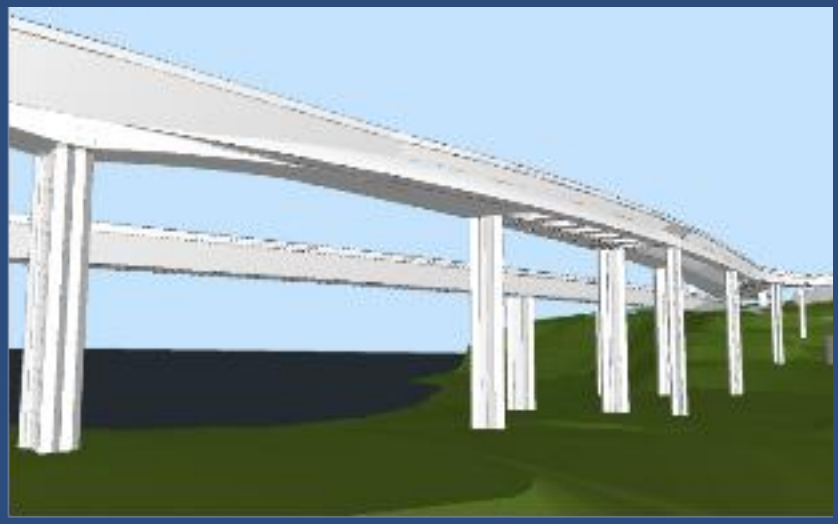


"The design should be so refined that no element can be added or removed without disturbing the harmony of the whole."

- Excerpts from BCDC DRB / EDAP Design Criteria
April 1997

Consistency with Transition

Intersect/Design Challenge



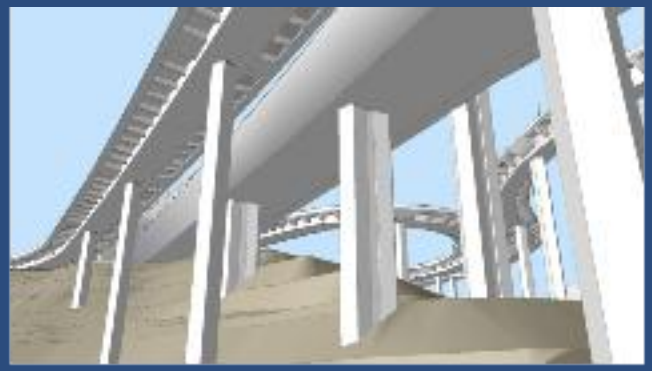
Solution 1

Solution 2

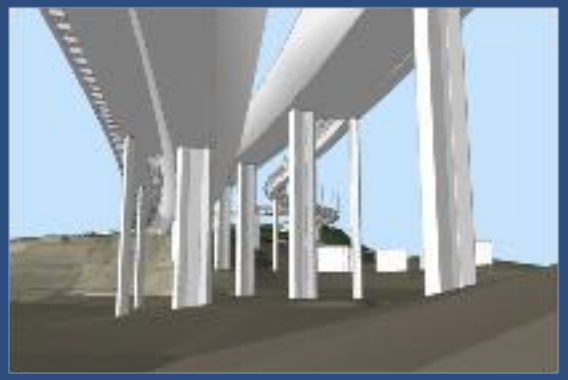
Solution 3

Preferred Architectural Solution

Looking north



Looking northwest



Looking west

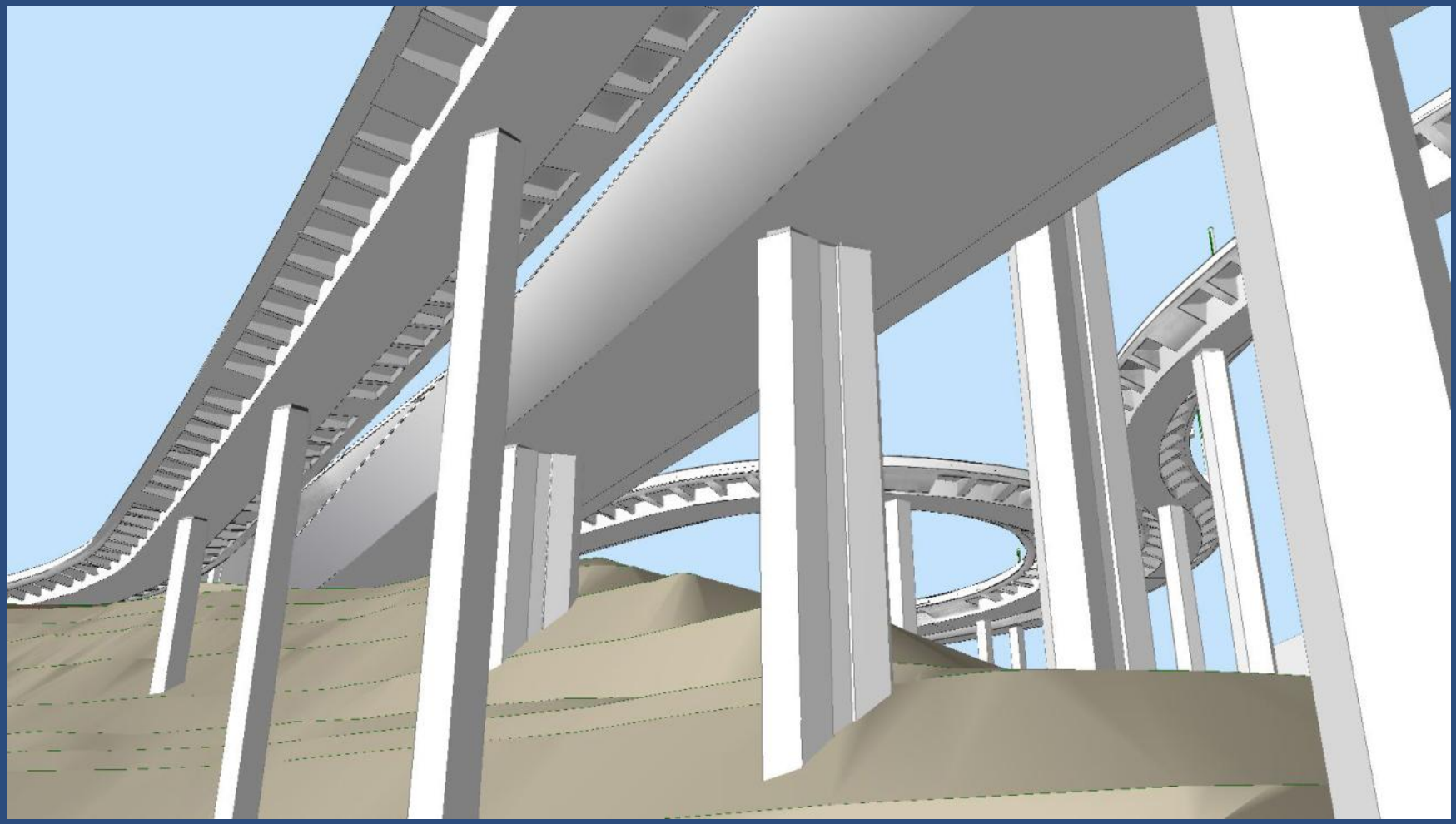
Looking southwest

Looking south

Looking south

"The new bridge should achieve a clean and well-defined anatomical construction, devoid of any deception and unnecessary detail."

Questions and Answers



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Mike Forner, Construction Manager, Caltrans

RE: Agenda No. - 4b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour
Partial Demolition of Structures (Pier YB4 to Bent 48)

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
Schedule alternatives for the YBI-Detour contract completion and the YBITS #1 contract construction were reviewed in context with the SAS approved scheduled dates for Phase1 (Hinge K), 2 (Westbound open), and 3 (Eastbound open) milestone completion. There were 5 alternatives analyzed, and they are attached for your reference.

Discussion:
The original YBI-Detour contract included the demolition of the existing structure from Bent 48 through YB4. The nature of this demolition was changed with the introduction of the ETI roll-out / roll-in and the YBITS advanced work. Staff has been working with the YBID contractor since late 2008 on options to demolish the existing structure. Due to the nature of the rolled out YB4 structure, it was universally agreed that that portion would be addressed as part of the ETI work. At the same time, the TBPOC wanted to know other options available to accomplish demolition of Bent 48 through YB3, and subsequent completion of the remaining YBITS advanced work.

Attached with this memo are two documents; the first document includes 5 schedule options relating to the YBI-Detour contract completion and the YBITS #1 contract construction in context with SAS milestones.

Schedule Options

Schedule Option	Construction Contract	Cost	Schedule Float (SAS Milestones)	Comments
1	YBID	$18M	+6	• YBID contract and has an accelerated project completion date of April 2010
2	YBID	$13M	+3	• YBID contract and has a project completion date of August 2010
3	YBITS #1	$8M*	-4	• Adds work to YBITS #1 by addendum
4	YBITS #1	$8M*	-2	• Adds work to YBITS #1 by addendum • Introduces cost plus bid item for demolition and remaining advanced work
5	YBITS #1	$8M*	-1	• Adds work to YBITS #1 by addendum • Introduces cost plus bid item for demolition • Has accelerated schedule for demo

*This is only an estimate, as this work has not yet been bid.

Risk Assessment

The second attachment includes a review of risk assessment associated with keeping the demolition and remaining advanced work with the current YBID contractor or removing this work from their contract and using other procurement methods to complete this work. This spreadsheet weighs the pros and cons of each option, i.e., continue with the work in the YBID contract or move it to the YBITS #1 contract. This exercise shows that from a strictly cost risk perspective that either option is about the same.

However, when you take schedule risk to delaying SAS into consideration, the options become clearer.

Attachment(s):

1. Existing Bridge Demolition Pier YB4 to Bent 48 & W 5 Options
2. Comparing Cost, Risks and Opportunities on Demo w/CCM vs. Bid

Existing Bridge Demolition Pier YB4 to Bent 48 & W5 Options

THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Ln#	Activity Description	2009 1Q	2009 2Q	2009 3Q	2009 4Q	2010 1Q	2010 2Q	2010 3Q	2010 4Q	2011 1Q	2011 2Q	2011 3Q	2011 4Q	2012 1Q	2012 2Q	2012 3Q	2012 4Q	2013 1Q	2013 2Q	2013 3Q	2013 4Q
1. Mitigated YBID/Approved Schedule																					
	YBI Detour (Mitigated Schedule)																				
1	Construct Structure			1	2	3	4	5	6	7	8										
2	Demolition																				
3	Construct W5L and W5R/Complete W3R, W4R, W6 and W7																				
	YBITS 1 (Current Advertisement)																				
4	**Bid Opening**																				
5	**Contract Award**																				
6	Mobilization/Submittals/Procurement																				
7	Designated Portion of Work Construction																				
8	Westbound Closure																				
9	Eastbound Closure																				
10	Project Completion																				
	SAS (Approved Schedule)																				
2. YBID Unmitigated/Delay YBITS Field Start/Approved Schedule																					
	YBI Detour (CCM 12/2008 Schedule)																				
11	Construct Structure			1	2	3	4	5	6	7	8	9	10	11							
12	Demolition																				
13	Construct W5L and W5R/Complete W3R, W4R, W6 and W7																				
	YBITS 1 (Delay Field Work)																				
14	**Bid Opening**																				
15	**Contract Award**																				
16	Mobilization/Submittals/Procurement																				
17	Designated Portion of Work Construction																				
18	Westbound Closure																				
19	Eastbound Closure																				
20	Project Completion																				
	SAS (Approved Schedule)																				
3. Demolition added to YBITS 1 via Addendum - Lump Sum Bid Item																					
	YBI Detour																				
21	Construct Structure																				
22	Demolition YB4 Complete																				
	YBITS 1																				
23	Design package to DOE																				
24	Issue Demolition Addendum																				
25	**Bid Opening**																				
26	**Award**																				
27	Demolition Submittals																				
28	Demolition for W5																				
29	Complete Demolition																				
30	Construct W5L and W5R/Complete W3R, W4R, W6 and W7																				
31	Mobilization/Submittals/Procurement																				
32	Designated Portion of Work Construction																				
33	Westbound Closure																				
34	Eastbound Closure																				
35	Project Completion																				
	SAS (Approved Schedule)																				

WB Open
EB Open
Available construction time is 23 months. Minimum Construction Duration is 17 months
Phase 1
Phase 2
Phase 3
DRAFT
for Meeting Discussions Only
Demolition Duration based on Silverado proposal
W5L & W5R duration based on CCM January 2009 schedule
Bid Opening can be delayed up to 3 months
3 month delay to start of construction
Available construction time is 20 months. Minimum Constructin Duration is 17 months
Assumes decision and Addendum package ready by end of April
Assumes bidders will require 3 months from addendum issue - 2 month extension in bid period
4 to 6 months to develop/submit/approve demolition plans
Build falsework/demolish spans YB3 & YB2 and Pier YB3
Some overlap between Superstructure/W5
Start of construction delayed 11 months
4 month delay to WB open

Existing Bridge Demolition Pier YB4 to Bent 48 & W5 Options

THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

DRAFT for Meeting Discussions Only

Ln#	Activity Description	2009 1Q	2Q	3Q	4Q	2010 1Q	2Q	3Q	4Q	2011 1Q	2Q	3Q	4Q	2012 1Q	2Q	3Q	4Q	2013 1Q	2Q	3Q	4Q
4. Demolition added to YBITS 1 via Addendum - Cost Plus Bid Item																					
	YBI Detour																				
36	Construct Structure	★																			
37	Demolition YB4 Complete																				
	YBITS 1																				
38	Design package/Bid Specifications to DOE																				
39	Issue Demolition Addendum					Assumes decision and Addendum package ready by end of April															
40	**Bid Opening- Demolition plan submitted**									Assumes bidders will require 3 months from addendum issue - 2 month extension in bid period											
41	Evaluate Demo Plans/Bids & Award																				
42	**Award**																				
43	Demolition Prep / Submittals																				
44	Demolition for W5																				
45	Complete Demolition																				
46	Construct W5L and W5R/Complete W3R, W4R, W6 and W7																				
47	Mobilization/Submittals/Procurement																				
48	Designated Portion of Work Construction																				
49	Westbound Closure																				
50	Eastbound Closure																				
51	Project Completion																				
	SAS (Approved Schedule)																				
5. Demolition added to YBITS 1 via Addendum - Cost Plus Bid Item + Extended days for Demo																					
	YBI Detour																				
52	Construct Structure																				
53	Demolition YB4 Complete																				
	YBITS 1																				
54	Design package/Bid Specifications to DOE																				
55	Issue Demolition Addendum					Assumes decision and Addendum package ready by end of April															
56	**Bid Opening- Demolition plan submitted**									Assumes bidders will require 3 months from addendum issue - 2 month extension in bid period											
57	Evaluate Demo Plans/Bids & Award																				
58	**Award**																				
59	Demolition Prep / Submittals																				
60	Demolition for W5																				
61	Complete Demolition																				
62	Construct W5L and W5R/Complete W3R, W4R, W6 and W7																				
63	Mobilization/Submittals/Procurement																				
64	Designated Portion of Work Construction																				
65	Westbound Closure																				
66	Eastbound Closure																				
67	Project Completion																				
	SAS (Approved Schedule)																				

3/24/2009

Comparing Cost, Risks and Opportunities on Demo w/CCM vs. Bid

Scope of Work: Demo & W5, completion of half built W5R, W6RS, W7L and two thirds built W3R.

Goal: to assess potential savings that might be gained by moving work out of the YBITS, against the risk of delaying the traffic opening (hard to put $$$ on this)

Assumptions in Base Case:

Cost variance is compared to Traina's most up to date estimate: Approx $12 million (5x8hr @ 225 days), the work was original bid @ $3.5 million, this estimate would have project completion November 1 2010.

Assuming SAS gets complete by Contract Completion date, Schedule of Traffic Openning could be delayed if Demo & D5 are included in YBITS by 6 months optimistic, 9 months most likely and 12 months pessimistic.

Assumptions: 1. All info to OE by mid-April 2009, 2. Addendum issued by mid-June 2009, 3. Since Demo is now new type work 8 more weeks to bid, 3. 4-6 months for design, submit and approve demo plans.

Continue in YBID Contract

	Description of Risk/Opportunity	Cost Rational	Probability	Cost	Probable Cost
1	Risk 39: Demo more complex then envisioned	From Risk Register	50%	$5-$10mil	$3,750,000
2	Risk 55:Maintaining relations with the Coastguard	From Risk Register	50%	$600k-$1.8mi	$600,000
3	Risk 60: Extra Cost Risk over and above Traina's $12 mill	Reflects lump-sum price given to Caltrans on 3/13	100%	$0-$1mil	$500,000
	Totals*			**Total**	**$4,850,000**
	Costs are for comparative purposes: not meant to be absolute				

Include in YBITS Contract Option or Cost Plus Bid Item

	Description of Risk/Opportunity	Cost Rational	Probability	Cost	Probable Cost
1	Risk 39: Demo more complex then envisioned	From Risk Register	50%	$5-$10 mil	$3,750,000
2	Opportunity to save if Demo Bid	Savings from Base Case $12 mill, team thinks high prob of $4-6 mill	90%	$4-6 mil	-$4,500,000
3	Opportunity to save if W5 and remainder of W5R, W6RS, W7L & W3R are rebid.	W5=$5.4 mill and rest=$3.6 mill or $9mil total, assume 10-30% savings	90%	$0.9-$2.7	-$1,600,000
4	Opportunity to save if prices of strap steel increase	Very Low probability that prices will improve in the current economic environment.	10%	500,000	-$50,000
5	Sunk Cost in CCOs for work to be deleted, ie B5 (L&R) in CCO#73 and other four column and piling.				
a	Sunk Cost in B5 (L&R) in CCO#73	Credit in CCO = $5.367, very low prob contractor could claim costs	10%	500,000	$50,000
b	Sunk Cost in half built W5R, W6RS, W7L and two third built W3R.	Need to negotiate credit for incomplete columns, approx $3.6 million with approx $500k ($1mill with 50% chance of recovery) in sunk cost of forms.	100%	$1-$2 mil	$1,500,000
c	Sunk costs in Bt 5 Piling(only 25% driven)	Need to compensate CCM for furnish, storing and handling piling and negoiate credit for incomplete work.	100%	$400k-$80	$600,000
6	Sunk costs associated with deleting item work	Silverado costs of Engineering, Estimate and Equipment: approx 15% of original $3.5 mill, plus minor CCM costs	100%	600,000	$600,000
7	Sunk costs associated with deleting extra work.	CCM has additional engineering falsework costs and Silverado has additional Engineering and esimating costs, paid under CCO #65 for $200,000	100%	200,000	$200,000
8	Legacy issues inherited by New Contractor (chain of control of materials)				
a	Partially Complete rebar cages	Cages damaged on transfer	50%	100,000	$50,000
b	Coupler Problems	Coupler pairs damaged or mismatched	30%	500,000	$150,000
c	Tolerance issues		30%	200,000	$60,000
d	Matching Concrete: Different suppliers	Incompatability in Concrete Colour, leads to designation of supplier or aggregate	70%	100,000	$70,000
9	Risk in defining on paper what is known by CCM				
a	Dealing with the Coastguard	Traffic handling and meeting max 15 minute closure on Machalla Rd could have low bid Contractor claiming ineffiencies, ie 20%	90%	1,400,000	$1,260,000
b	Cooperating with ABF	ABF shouldn't have much going on during this timeframe, 10% inefficient with medium probability.	50%	700,000	$350,000
c	Accuracy of As-Builts: Plans don't reflect complexity of site geometry	Geometry complexity could have low bid contractor claiming ineffiencies, ie 15%	70%	1,000,000	$700,000
10	Extra COS costs				
a	OE Costs of moving work into YBITS package	3 guys 2 months	100%	150,000	$150,000
b	Demo review and approval now on critical path	4 months COS on YBITS: $2k/day	100%	160,000	$160,000
11	Risk of TRO cost delta	TRO on CCM costs us actual costs vs. New Guy w/profit: $2,000 for 225 days	70%	250,000	$175,000
12	CCM and New Contractor need to share same space	Scheduler believes that CCM will be gone Jan 2010, prior to new contractor startnig field work	0%	350,000	$0
13	Less Effeciency on remaining work, i.e. YB4	$5-6 mill in YB4 work could have 20% ineffeciency	70%	$1-$1.2mil	$770,000
				Total	**$4,445,000**
	Costs are for comparative purposes: not meant to be absolute				

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Dina Noel, Assistant Deputy Director, CTC

RE: Agenda No. - 4b2

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour Contract Change Order 65, S1 – Partial Demolition of Existing SFOBB

Recommendation:
APPROVAL

Cost:
CCO 65 - Supplemental 1: $9,227,660

Schedule Impacts:
The YBI-Detour contract completion is targeted for Fall 2010. The bridge opening target date is not impacted by this request. The work covered in this contract change will be conducted in conjunction with Span YB4 demolition and W5 construction activities.

Discussion:

Contract Change Order 65 - Supplemental 1 in the amount of $9,227,660 compensates the contractor for labor, equipment, and material costs incurred to remove the existing structure from Bent 48 to Bent YB4. It also provides for additional construction measures to work around and protect the YBITS advanced newly constructed columns, structures, and facilities.

Payment for this change shall be performed at the agreed lump sum of $9,227,660 financed through the project contingency fund. This change constitutes full and equitable resolution for all issues, disputes and potential claims related to the demolition of the existing structure from Bent 48 to Bent YB4.

Attached is related information detailing the draft and approved CCOs, CCOs memoranda, and the updated YBI Detour Implementation Strategy document.

Attachment(s):

1. Draft CCO 65 S1
2. Draft CCO 65 S1 Memorandum
3. Approved CCO 65 and CCO 65 Memorandum
4. YBI Detour Implementation Strategy document

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 65	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Estimate of Decrease in Contract Item at Contract Price:

Item No. 40: BRIDGE REMOVAL

-1 LS (-100.00%) ,500,000.00 /LS = -$3,500,000.00 (-100.00%)

The contractor agrees that the adjustment due under Section 4-1.03B, Eliminated Items, of the Standard Specifications for the elimination of Contract Bid Item 40: Bridge Removal shall be equal to zero.

Total Cost for Decrease in Contract Item.....($3,500,000.00)

Extra Work at Lump Sum:

Compensate the contractor for all additional labor, equipment and material costs incurred to remove the existing structure from Bent 48 to Bent YB4, as a result of changed field conditions, escalation and delays. The contractor agrees to accept the lump sum of $12,727,660 as full compensation, including all markups, surcharges and profit, for all additional costs necessary to complete this work unless otherwise delineated in this change. The aforementioned lump sum shall include compensation for:

1. All labor, equipment and material escalation costs.
2. All Silverado Contractors time-related overhead costs.
3. Loss of anticipated revenue resulting from changes in steel and concrete salvage market prices.
4. Furnishing, installing, relocating, storing and removing all temporary supports systems.

The aforementioned lump sum shall include compensation for costs involved in working around, protecting, and repairing newly constructed columns, structures and facilities constructed under contract change orders 64, 73, 75 and 77.

It is expressly understood and agreed that the following work shall be compensated as provided under various existing and/or anticipated Contract Change Orders and applicable Contract Bid Items:

1. Flagging.
2. Traffic control
3. Storm water pollution prevention compliance.
4. Engineering associated with temporary support design and bridge removal plan.
5. Furnishing and placing additional backfill as required at W5 footings.

If required by the Engineer, installation and removal of cable bracing system at the upper deck, and displacement monitoring of the temporary support system shall be paid for under a separate change order.

The contractor agrees to accept the compensation outlined in this change as full, complete and equitable resolution for all issues, disputes and potential claims related to the demolition of the existing structure from Bent 48 to Bent YB4. No furthe compensation shall be allowed.

Total Cost of Extra Work at Lump Sum $12,727,660.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 65	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$9,227,660.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer	Date
	BILL CASEY	

Approval Recommended by

Signature	SFOBB Construction Manager	Date
	MIKE FORNER	

Engineer Approval by

Signature	SFOBB Construction Manager	Date
	MIKE FORNER	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **65** SUPPLEMENT#: **1** Category Code: **CHPT**	CONTINGENCY BALANCE (incl. this change) **$59,303,131.05**
COST: **$9,227,660.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Bridge Removal From Bent 48 to YB3	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensating the contractor for all additional labor, equipment and material costs incurred to remove the existing structure from Bent 48 to Bent YB4.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

Two separate Department strategy memorandums issued on December 14, 2006 entitled 'Strategy for South-South Detour Contract Completion' and December 25, 2006 entitled 'Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order' were approved by Tony Anziano - Toll Bridge Program Manager, Richard Land - Chief Engineer, and the Toll Bridge Program Oversight Committee (TBPOC), which recommended the design of the ETI and WTI structures and enhancement of the Viaduct be assumed by the Department as opposed to the as-bid performance based contractor design and that a portion of the YBITS foundation work be performed under this contract by change order.

This change is necessary in order to compensate the contractor for all additional costs incurred as result of changed field conditions, delays, and escalation including:

1. All labor, equipment and material escalation costs.
2. All Silverado Contractors time-related overhead costs .
3. Loss of anticipated revenue resulting from changes in steel and concrete salvage market prices.
4. Furnishing, installing, relocating, storing and removing all temporary supports systems.

The aforementioned lump sum shall include compensation for all costs involved in working around, protecting, and repairing newly constructed columns, structures and facilities constructed under contract change orders 64, 73, 75 and 77.

The following associated work shall be compensated as provided under separate existing and/or pending contract change orders:

1. Flagging.
2. Traffic Control
3. Storm water pollution prevention compliance.
4. Engineering associated with temporary support design and bridge removal plan.
5. Furnishing and placing additional backfill as required at W5 footings.

If required by the Engineer, installation and removal of cable bracing system at the upper deck, and displacement monitoring of the temporary support system shall be paid for under a separate change order.

Compensation for this change shall be made as Extra Work at Agreed Lump Sum in the amount of $12,727,660.00, and by deleting Bid Item 40: Bridge Removal, for a total increase of $9,227,660.00, which can be financed through the Contingency Fund. This change constitutes full and equitable resolution for all issues, disputes and potential claims related to the demolition of the existing structure from Bent 48 to Bent YB4. Cost analyses and other cost related data are included in the associated file.

The total estimated cost of CCO 65, including all supplementals to date, is $9,402,660.00.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Mike Whiteside - YBI Coordination Engineer, Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer. Approval from the TBPOC pending.

Maintenance concurrence is not required, as this work does not affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	($3,500,000.00)	($3,500,000.00)
FORCE ACCOUNT	$0.00	$175,000.00
AGREED PRICE	$12,727,660.00	$12,727,660.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$9,227,660.00	$9,402,660.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 65	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

As authorized by the Engineer, provide advance planning for the bridge demolition work concerning Contract Bid Item No. 40 "Bridge Removal" necessary due to the presence of the Bent W3 through Bent W7 foundations and columns that have been added to the contract.

Estimated Cost of Extra Work at Force Account $175,000.00

RECEIVED
JUN 20 08
07650

Estimated Cost: Increase ☑ Decrease ☐ **$175,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer BILL CASEY	Date 3-5-08

Approval Recommended by

Signature	Area Construction Manager DENNIS TURCHON	Date 3/7/08

Engineer Approval by

Signature	Area Construction Manager DENNIS TURCHON	Date 4/14/08

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title) DANIEL E. HAMUCK, PRESIDENT	Date 4/06/08

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RECEIVED

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 3/3/2008

007650 JUN 20 08

TO: MIKE FORNER / DENNIS TURCHON	FILE: E.A. 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	FED. NO. ACBRIM-080-1(097)N
CCO#: **65** SUPPLEMENT#: **0** Category Code: **CHPA**	CONTINGENCY BALANCE (incl. this change) **$73,973,284.82**
COST: **$175,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Demo Existing Bridge Adv. Planning	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**0** Day(s)	**1195** Day(s)	**252** %	**7**

THIS CHANGE ORDER PROVIDES FOR:

Advance planning pertaining to the demolition of the existing mainline bridge.

This project, the Temporary Bypass Structure (TBS), provides for the construction of a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

After traffic is placed onto the TBS detour, the contract calls for the removal of the abandoned section of bridge. This section is approximately 330 meters long and consist of a both double deck steel truss and concrete viaduct. Based on a December 25, 2006 Department memo, which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the Toll Bridge Program Oversight Committee (TBPOC), the advance construction of 10 foundations and columns from the future Yerba Buena Island Transition Structure (YBITS) project have been added to this contract with 3 additional columns in the process of being added. Many of these columns are being constructed directly under the existing bridge that is called for to be removed.

The advance construction of the YBITS foundations and columns will require a revised removal method for the abandoned structure than what was anticipated at the time of bid as the obstructions will require the bridge removal be performed on a more piecemeal basis. This change order provides for the advance planning of this revised bridge removal method in order to mitigate extensive delays to the project completion.

Compensation for this work shall be paid as extra work at force account at an estimated cost of $175,000.00 which shall be financed from the contract's contingency funds. A cost analysis is on file.

No adjustment of contract time is warranted as the advance planning work will not affect the controlling operation.

This change was concurred by Alec Melkonians - Asst. Project Manager.

Maintenance concurrence is not required as the work will not affect any permanent roadway features.

CONCURRED BY:			
Construction Engineer:		Date	
Bridge Engineer:		Date	
Project Engineer:		Date	
Project Manager:	Alec Melkonians	Date	3/4/08
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):		Date	
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue .Approve) By:		Date	
Resident Engineer's Signature:		Date	
		3-5-08	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$175,000.00	$175,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$175,000.00	$175,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

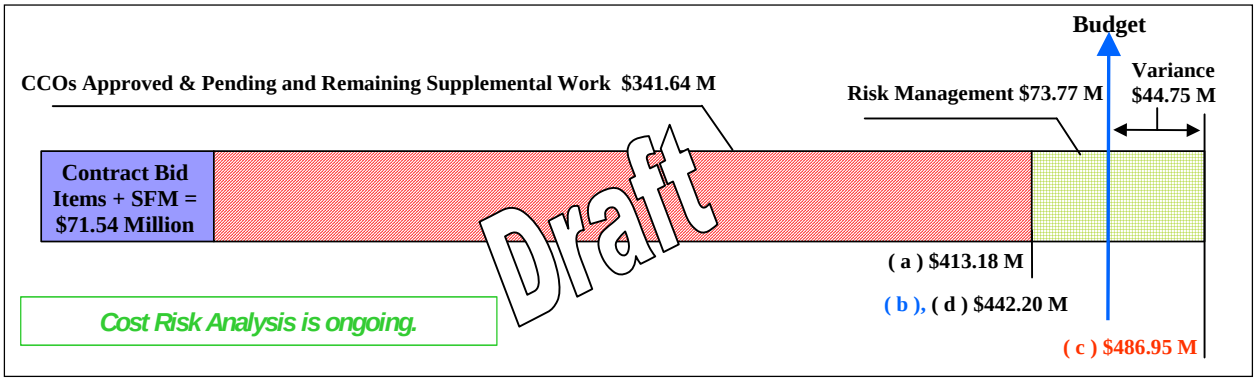
FEDERAL FUNDING SOURCE	PERCENT

South-South Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1195 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**April 30, 2010**

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

As approved at the March 2008 TBPOC meeting the revised budget for the SSD Project is 442.2M. This figure was established using available information as of January 2008 noting that the plans and specifications for the WTI Phase 2 and ETI were not fully complete, ranging from the 65% to 100% stage.



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (March 2008)	In Progress Status Update from March 08 Approved Budget	
			Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$83.7	$83.7	$0
(1)	SSD New Viaduct	$31.9	$35.6	$3.7
(2a)	West Tie-In Existing Viaduct Phase 1	$39.6	$40.1	$0.5
(2b)	West Tie-In Phase 2	$15.0	$21.4	$6.4
(3)	East Tie-In	$72.5	$106.1	$33.6
(4)	YBI Transition Structures Advance Foundations	$105.8	$104.4	($1.4)
(5)	Administrative Issues and General CCOs	$48.6	$33.1	($15.5)
Subtotal		**$397.1**	**$424.4**	**$27.3**
Contingency		**$45.1**	**$17.8**	
Approved Budget		**$442.2**		

Contract payments as of March 20, 2009: $307.4M

As shown, the current status of CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is $340.7M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCOs, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
22S1	Additional Funds for Cleaning Stairs and Walkways	11/24/08	$25,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,107,527.26**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct

1

Progress of Work

Construction of foundations, columns, and bent caps is complete. Fabrication of the structural steel truss, performed by Dongkuk S&C in South Korea, is complete with all steel having arrived in the U.S.. All Viaduct steel has been erected into place. Concrete has been poured for both upper and lower decks in Spans 48, 49, and 50. Deck construction is ongoing in and Span 51.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,182	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	N/A
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials	I&A 1/24/08	Approved 3/5/08	Executed 3/17/08	$980,600	$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	N/A
59S1	LS	Additional funds, Water Blast Rebar Cages	N/A	N/A	Executed 11/24/08	$5,000	$5,000
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	N/A
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06	I&A 6/13/08	N/A	Executed 8/4/08	$75,860	($174,140)
80	LS	Erection Costs for Viaduct Design Changes through October 2006	N/A	Approved 1/31/08	Executed 2/20/08	$6,912,200	N/A
82	**FA**	**AC Paving and Erosion Control for Deck Drainage**		**N/A**	**In progress**	**$250,000**	**$0**
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	$1,994
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	N/A
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	N/A
98	FA/LS	Viaduct Steel Storage and Handling Cost	I&A 5/30/08	N/A	Executed 6/18/08	$845,370	$345,370
99	LS	Viaduct Erection Costs (Post Oct. 2006)	I&A 4/17/08	N/A	Executed 5/22/08	$862,614	($139,716)

100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	N/A
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)	I&A 4/2/08	Approved 4/3/08	Executed 4/17/08	$2,140,640	$690,640
106		CCO Voided…previous scope of work was incorporated into CCO 105				-	-
107	LS	Furnish and Drive Erection Tower Falsework Piles	I&A 8/07/08	N/A	Executed 10/02/08	$855,190	$355,190
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,223	$163,223
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	Executed 6/30/08	$8,940	$8,940
115	FA	Third VIA Shipping for CCO #67 July 07 plans	I&A 5/06/08	N/A	Executed 5/22/08	$850,000	$450,000
128		**Waterline Relocation (NOPC 6)**		**N/A**	**In progress**	**$200,000**	**$200,000**
133	-	Lightweight Conc. Mix Design Spec Change	N/A	N/A	Executed 9/12/08	$0	$0
135	LS	Rebar Deck Escalation Costs	I&A 11/09/08	N/A	Executed 1/28/09	$995,100	$495,100
136	FA/LS	Provide additional alternate entrance access to USCG Base	N/A	N/A	Executed 9/23/08	$74,540	$74,540
138	LS	Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	Executed 9/23/08	$278,200	$278,200
148	FA	USCG Road Canopy below Viaduct	I&A 8/27/08	N/A	Executed 9/23/08	$500,000	$500,000
152	LS	Relocate USCG Road for steel erection FW Towers at Span 51	I&A 1/06/09	N/A	Executed 2/4/09	$336,420	$186,420
156	LS	Span 49 F/W Conflict w/ USCG Utilities	N/A	N/A	Executed 9/23/08	$180,820	$180,820
Current Forecast for SSD New Viaduct						**$35,619,719**	**$3,692,181**

Budget Status

The Viaduct portion of the SSD was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The January 2008 revised additional cost estimate is $31.9M with a current projection of $35.6M. CCOs executed to date are $35.2M.

West Tie-In — Phase 1 — 2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. WB On-ramp was reopened on August 8, 2008.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	N/A
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	N/A
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	N/A
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	N/A
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	N/A

72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	N/A
101	LS	Reconstruct Slab, West Bound On-ramp	I&A 4/02/08	N/A	Executed 4/17/08	$846,140	$480,700
101S1	LS	WB Onramp Supplemental Work	I&A 1/06/09	N/A	Executed 2/4/09	$149,560	
102	FA	North side Drainage Work	N/A	N/A	Executed 4/4/08	$60,000	**$12,240**
102S1	**LS**	**Northside Drainage Work**	**N/A**	**N/A**	**In Progress**	**$52,240**	
103	LS	Labor Day Weekend Closure Misc. Costs	N/A	N/A	Executed 2/20/08	$173,140	($26,860)
urrent Status for West Tie-In (Phase 1)						**$40,063,064**	**$466,080**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The January 2008 revised additional cost estimate is $39.6M with a current projection of $40.1M. CCOs executed to date are $40M.

West Tie-In **Phase 2** 2b

Progress of Work

Construction/Design coordination meetings with the Contractor are ongoing as needed. Foundation work and columns are complete. Superstructure for Frames 1 and 2 have been cast. Post tensioning and preparation for load transfer in progress.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90	I&A 2/29/08	Approved 4/4/08	Executed 4/7/08	($4,649,850)	$309,150
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	N/A
108	LS	Substructure	I&A 6/20/08	Approved 6/18/08	Executed 6/25/08	$5,378,800	$720,800
117	FA	Surface Drainage (Southside)	N/A	N/A	Executed 1/6/09	$150,000	$0
141	LS/FA	Superstructure Construction	I&A 11/13/08	Approved 11/18/08	Executed 11/25/08	$13,200,000	$3,855,000
141S1		**Superstructure Construction Completion Incentive (Release of Frame 1 Bent Cap FW)**		**TBD**	**In Progress**	**$1,500,000**	**$1,500,000**
143		**Civil Work (EB Onramp and Mainline)**		**TBD**	**In Progress**	**$5,033,035**	**$0**
161	LS	T7-Line Detour	I&A 11/10/08	N/A	Executed 11/25/08	$403,965	$0
Current Status for West Tie-In (Phase 2)						**$21,400,080**	**$6,384,950**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The January 2008 revised additional cost estimate is $15.0M, with a current projection of $21.4M. The January 2008 revision is based on complete foundation plans and 65% in progress substructure and superstructure plans. CCOs executed to date are $14.9M.

East Tie-In (3)

Progress of Work

Bent 52A and skid bent foundations design packages were delivered October 2007. ETI design plans for the skid bents and skid beams were delivered March 15, 2008 and truss plans were delivered April 7, 2008. Construction/Design Coordination meetings with the Contractor are ongoing.

Fabrication subcontractors are continuing to procure material and fabricate members. Fabrication of the skid bent and skid beams is taking place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss is taking place at Stinger Welding Inc. in Coolidge, AZ. The first steel for the skid bents has been delivered to the site. With regard to the Superstructure, the North and South Trusses are complete and are in the process of being painted. The floor sections are in the process of fit-up.

The existing SFPUC sanitary sewer pump station has been relocated, the new pump station is up and running. Construction of the skid bent foundations is progressing on schedule. Lead abatement in span YB-4 of the existing truss is complete. Work on the bent cap at bent 52A is complete. Work on the crane runway trestle is complete. Erection of the Skid Bent towers, beams and truss falsework are ongoing.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station	I&A 12/19/07	N/A	Executed 3/17/08	$499,996	$11,986
69S2	**LS**	**Sewer Pump Electrical Changes**	**I&A 2/25/09**	**N/A**	**In Progress**	**$8,953**	**$8,953**
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42	I&A 3/26/08	Approved 4/4/08	Executed 4/14/08	$11,308,380	$0
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	N/A
93	LS/FA	Lead Paint Mitigation Existing Truss (Span YB-4)	I&A 2/13/08	N/A	Executed 2/20/08	$563,725	$3,725
97	FA	Bent 52A and Skid Bent Ftg's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	N/A
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	N/A
113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	$167,990
121	LS	Construct Stage 1 Soil Nail Wall, Upper East Tie-In area	N/A	N/A	Executed 3/17/08	$142,670	$0
121S1	**LS**	**Construct Stage 2 Soil Nail Wall, Upper East Tie-In area**		**N/A**	**In Progress**	**$518,130**	
127	FA	RTU - 8 Service Platform	N/A	N/A	Executed 9/03/08	$75,000	($75,000)
		Roll-In Roll-Out, Install Joint Seals, Demolition, Existing Truss Strengthening, Stage 2 Wall, TMP, and Civil Work		**TBD**	**In Progress**	**$17,963,611**	**$0**
129	LS	Skid Bent and Truss Steel Erection	I&A 11/05/08	Approved 11/10/08	Executed 11/25/08	$14,712,500	**$7,205,651**
129S1	LS	Skid Bent and Truss Steel Erection Acceleration	I&A 3/09/09	Approved 3/5/09	In Progress	$535,000	
129S2	**LS**	**Skid Bent and Truss Steel Erection Incentive**		**TBD**	**In Progress**	**$1,177,000**	
137	LS	Pump station Water Tank Demo	N/A	N/A	Executed 6/26/08	$114,490	$114,490
112	FA	Material Procure Skidbent (1532 Tower Legs)	I&A 1/10/08	Approved 2/4/08	Executed 2/19/08	$2,000,000	
112S1	FA	Material Procure ETI Superstructure	I&A 3/03/08	Approved 3/5/08	Executed 3/17/08	$8,500,000	

112S2	FA	Material Procure ETI Temporary Bypass Structure	I&A 6/04/08	Approved 6/16/08	Executed 6/25/08	$3,500,000	$20,189,405
112S3	FA	Material Procure - Additional Funds	I&A 10/31/08	Approved 11/13/08	Executed 11/25/08	$3,000,000	
116	FA/LS	Fabricate Superstructure & Skidbent	I&A 6/04/08	Approved 6/16/08	Executed 8/8/08	$14,166,180	
116S1	FA/LS	Skidbeam Design Modifications and Shipping Costs	I&A 12/19/08	Approved 12/23/08	Executed 2/3/09	$1,896,750	
140	LS	Truss Steel Fabrication	I&A 9/04/08	Approved 9/04/08	Executed 9/23/08	$10,920,525	
166	LS	Skid Bent & Beam Fabrication Acceleration	I&A 12/22/08	Verbal Approval 11/06/08 Approved 12/23/08	Executed 1/28/09	$2,028,950	
166S1		**Skid Bent & Beam Fabrication Incentive**		**Approved 12/23/08**	**In Progress**	**$900,000**	
144	FA	Expansion Joint Mock-up	I&A 8/26/08	N/A	Executed 9/23/08	$850,000	$859,972
144S1	**FA**	**Expansion Joint Fabrication**	**I&A 2/03/08**	**Approved 2/5/09**	**In Progress**	**$2,900,000**	
149	FA	Bearing Fabrication	I&A 11/03/08	Approved 11/10/08	Executed 11/25/08	$1,600,000	$1,151,118
154	LS	East Pile Deduct at BW6, East Pile	N/A	N/A	Executed 9/04/08	($400)	($400)
154S1	LS	Pile Anomaly Deduction at A6W & B52A	N/A	Approved 11/13/08	Executed 11/25/08	($2,183)	($2,183)
164	LS	ETI Steel Erection Crane Runway Trestle	I&A 11/20/08	ATP 11/14/08 Approved 12/23/08	Executed 12/6/09	$2,700,000	$2,700,000
169	LS	Skid Beam Jobsite Handling and Local Transportation Costs	I&A 1/02/09	Approved 12/23/08	Executed 2/25/09	$1,095,020	$1,095,020
172	LS	Lead Paint Abatement and Access at YB-3	I&A 12/18/08	N/A	Executed 2/4/09	$210,450	$210,450
Current Status for East Tie-In						**$106,139,017**	**$33,641,177**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is $72.5M, with the current projection at $106.1M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Executed CCOs to date are $82.7M.

The material procurement and fabrication cost increases (CCOs 112, 116, 140, & 166) are attributed to an increase in steel weight from the 65% to 100% designed plans, along with a market fluctuation in steel price, as well as additional costs to expedite the Skid Bent/Beam and Steel Truss fabrication work.

Yerba Buena Island Transition Structures Advance Foundations

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – substantially completed
3R – footing has been poured, column (2nd lift of 2) in progress
W4 4L – substantially completed

4R – column (2nd lift of 3) complete
W5 5L – 75 of 140 piles driven
5R – work not started
W6 6L – substantially completed
6R North – column (2nd lift of 3) complete
6R South – all piles driven
W7 construction of the temporary soil nail wall and soldier pile shoring complete
7L North – excavation complete
7L South – all piles driven, footing construction in progress
7R – excavation complete
Ramp – all piles driven, footing construction in progress
EB On-ramp abutment – temporary shoring piles and permanent CIDH piles have been installed

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	N/A
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	$175,000	$0
65S1		**Demolish Exist Bridge (Bent 48 to YB-4)**		**TBD**	**In Progress**	**$9,227,660**	**$1,602,660**
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	N/A
70S1	FA	YBITS Advance – ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp	I&A 1/17/08	N/A	Executed 1/30/08	$450,000	N/A
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	N/A
73S1		**Duct Bank Revisions**		**N/A**	**In Progress**	**$200,000**	**$200,000**
75	LS	YBITS W7R/L Foundations and Columns	I&A 4/2/08	Approved 4/3/08	Executed 4/14/08	$13,125,000	**($3,682,884)**
75S1		**Bent W7 Structure Backfill**		**TBD**	**In Progress**	**$1,750,000**	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	N/A
94	**LS**	**YBITS Temp. EB Onramp Abutment Piles and Shoring**		**TBD**	**In Progress**	**$400,000**	**($1,819,850)**
118	FA	Vibration & Elev. Monitoring at W5L	N/A	N/A	Executed 2/20/08	$50,000	$50,000
118S1	FA/LS/ID	Nimitz House vibration monitoring	N/A	N/A	Executed 8/05/08	$50,050	$50,050
120	LS/Credit	CIDH Pile Mitigation Deduct	N/A	N/A	Executed 3/17/08	($400)	($400)
124	FA/LS	Seismic Monitoring & Column Grounding		N/A	Executed 11/25/08	$353,975	$353,975
126	FA	YBITS Excavation / Hazmat Disposal	I&A 4/7/08	Approved 4/3/08	Executed 4/17/08	$500,000	$400,000
147	LS	Add Cost W4R Foundation Construction	N/A	N/A	Executed 7/21/08	$25,024	$25,024
155	FA	Excess Soil Offhaul	I&A 8/13/08	N/A	Executed 9/03/08	$500,000	$500,000
159	**LS**	**Redesign Bent W7 Soil Nail Wall**	**I&A 11/10/08**	**N/A**	**In Progress**	**$916,280**	**$916,280**
Current Status for YBI Transition Structures Advance Foundations						**$104,416,636**	**($1,405,145)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. Removal of the existing bridge is included in the current contract; however, the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. The combined estimate for both was $110.5M. The January 2008 revised additional cost estimate is $105.8M with a current projection of $102.8M. Total CCOs executed to date are $91.9M.

Administrative Issues General CCOs 5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of target milestones was previously provided to the Contractor to incorporate into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	Finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	Finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	Coordinating access with SAS
Upper East Tie-In Area Available to CCM (Revised October 2008)	December 2009	Partial access provided	Coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete (Revised October 2008)	September 7th, 2009		
Project Completion (Revised October 2008)	April 30th, 2010		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor has completed a TRO audit. The Department is reviewing this information so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	N/A
1S3	FA	Flagging & Traffic Control	N/A	N/A	Executed 7/2/08	$300,000	$300,000
13S1	FA	PMIV Additional Funds (Resolved NOPC 7)	I&A 3/10/08	N/A	Executed 3/17/08	$300,000	$300,000
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	$0	N/A
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	N/A
56	LS	Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16	I&A 2/20/08	Approved 3/5/08	Executed 3/17/08	$6,837,310	($162,690)

57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	N/A
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	N/A
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	$200,000	$200,000
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	$42,764	($57,236)
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	$0
91 S2	**LS**	**Global TRO adjustment and Base Contract TRO extension to December 31, 2009**		**TBD**	**In Progress**	**$10,500,000**	**($18,100,000)**
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/4/08	$190,000	$0
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	Executed 7/2/08	$40,000	$40,000
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	$0
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	$50,000
119	FA/LS/ID/ UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	$638,939	$638,939
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	$600,000	$600,000
125	FA	Project Access Paving		N/A	Executed 4/04/08	$150,000	$150,000
125S1	FA	Additional Funds, Project Access Paving	I&A 6/12//08	N/A	Executed 6/25/08	$35,000	$35,000
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	$136,510	$136,510
131	**FA**	**Delete Permanent Erosion Control Items**		**N/A**	**In Progress**	**($74,502)**	**($74,502)**
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)		N/A	Executed 5/23/08	$23,870	$23,870
142	FA	Macalla Road Sinkhole Repair		N/A	Executed 7/18/08	$150,000	$150,000
146	FA	Macalla Road Tree Trimming	N/A	N/A	Executed 7/21/08	$50,000	$100,000
146S1	FA	Add Funds Macalla Road Tree Trimming	N/A	N/A	Executed 11/25/08	$50,000	
151		Public Safety Spec Change (Suspended Load)			Executed 9/23/08	$0	$0
157		USCG Access Mitigation Stairway Design to Quarters Above		N/A	Executed 1/28/09	$150,000	$150,000
176	**FA**	**Construction Staking**	**N/A**	**N/A**	**In Progress**	**$100,000**	**$100,000**
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	**$0**
Current Status for Administrative and General CCOs						**$33,123,182**	**($15,420,109)**

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency.

Additionally, the original contract allotment provided $1.3M for COZEEP. Subsequently, there were $23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of $1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are $21.3M.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Bart Ney, Public Information Officer, Caltrans

RE: Agenda No. - 4b3

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island (YBI) Detour
East Tie-In 2009 Outreach Action Plan

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Outreach Action Plan outlines the proposed elements to educate stakeholders and the public about the 2009 Labor Day closure of the Bay Bridge. A full bridge closure is necessary to connect the Temporary Detour on Yerba Buena Island to the East Span. The outreach effort will build upon the successes and lessons learned from the previous bridge closures in 2006 and 2007, for the West Approach and the Yerba Buena Island Viaduct Replacement, respectively. Outreach will include expanding coordination with East Bay cities and counties, conducting advance planning with event venues, increasing distribution of information to statewide audiences, targeting Labor Day weekend travelers into and out of the Bay Area, and introducing social media channels to reach a growing audience of savvy Web and mobile technology users.

Attachment(s):
Bay Bridge Detour Tie-In, Stakeholder and Media Outreach Action Plan, Labor Day Weekend, September 2009

Updated as of 3/25/2009

THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

BAY BRIDGE DETOUR TIE-IN

STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

Labor Day Weekend, September 2009

OVERVIEW

This report outlines the proposed outreach elements that will be implemented to inform stakeholders and the public about upcoming work on the Bay Bridge Detour Tie-In, as part of the Bay Bridge Seismic Safety Projects. The outreach effort for this operation will build upon the successes and lessons learned from the previous operations involving a full lower deck closure on the West Approach and the full Bridge closure for the Yerba Buena Island (YBI) Viaduct Replacement. Leveraging these past successes, the Bay Bridge Public Information Team will expand coordination with East Bay cities and counties, conduct advance planning with event venues, distribute information to statewide audiences, and target Labor Day weekend travelers into and out of the Bay Area.

Digital rendering of Tie-In

SECTION ONE
CRITICAL TALKING POINTS
Closure Overview

On Labor Day weekend 2009, the San Francisco-Oakland Bay Bridge will be closed in both eastbound and westbound directions to facilitate critical seismic retrofit work.

Although the closure period is similar to previous work performed on the YBI Viaduct in 2007, this operation is different. It will involve the construction of skid bents and the erection of trusses prior to closing the existing bridge to traffic.

Once the existing bridge is closed to all motorist traffic, a 300-foot section of viaduct will be cut on both ends, lifted and moved out. The new Tie-In will then be moved in, lowered in place, and the expansion joints will be installed. Following that the new detour structure will be ready to be opened for traffic. This detour will allow construction crews to demolish the old Yerba Buena Island Approach and place the new bridge on the original footprint.

Caltrans has estimated that this work can be completed during a 3-4 day closure over the Labor Day weekend. Since the nature of this work does not allow for a contingency re-opening of the bridge, motorists will be advised to plan to use alternate routes and transportation if the Bay Bridge is not available due to unforeseen circumstances.

The Bay Bridge project team expects to conclude this construction operation on time. Once the operation has begun the bridge can not be re-opened to traffic until the work is complete. Transportation alternatives will be in place if unanticipated delays occur cause the bridge to remain closed beyond Tuesday morning.

Access & Transportation Alternatives

During the closure, access from San Francisco to YBI and Treasure Island will be maintained. A lane will be dedicated in both the eastbound and westbound directions on the West Span of the Bay Bridge, which connects San Francisco to YBI.

- MUNI Service to Treasure Island (Line 108), including overnight service, will not be affected.
- A Public Information Office has been established on Treasure Island to serve as the primary point of contact for YBI and TI residents, businesses, and agencies.
- Coordination will be conducted on an ongoing basis with BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak to determine and plan any necessary schedule or route changes, and to include transit agencies in the operational planning for the bridge closure.
- BART will operate around the clock in selected stations.
- Ferry service on selected routes will be augmented.
- Coordination is occurring with transit providers to plan alternative routes for the closure.
- The MTC 511 system will serve as the primary resource for trip planning and up-to-date traffic information. Revised transit schedules will be available through 511.
- Daily communication will be maintained with other bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) during the closures.

Outreach & Public Communication

A substantial public outreach campaign is planned to inform motorists, residents and businesses about the Labor Day weekend Bay Bridge closure. This outreach effort will build upon the successes of the previous operations on the West Approach and YBI Viaduct which required full closures of the Bay Bridge.

The Bay Bridge PIO team will leverage these past successes, expand coordination with East Bay cities and counties, conduct advance planning with event venues, distribute information to statewide audiences, and target Labor Day weekend travelers into and out of the Bay Area.

Bay Area elected officials and media will receive early notice of the announcement regarding the 2009 Labor Day weekend closures. Immediately thereafter, the Public Information Team will begin a massive outreach effort targeting motorists, transit riders, and holiday travelers into and out of the Bay Area, as well as affected residents and industries.

Media will be updated regularly with media alerts, press releases, and construction information. During the weekend closure, construction site access and live PIO updates will also be provided.

BayBridgeInfo.org will be the nexus for construction updates and information, and 511 will be referenced as the official source for trip planning and traffic conditions.

Changeable message signs will be used to inform motorists about the upcoming closure in the Bay Area region, and where appropriate throughout Northern and Southern California.

A multilingual telephone hotline will be maintained throughout the closure.

SECTION TWO
ELECTED OFFICIALS OUTREACH

Elected officials will be informed directly on matters concerning the upcoming Bay Bridge closure.

2.1 Outreach Meetings

The Bay Bridge Public Info Team will provide multimedia presentations to project stakeholders on the upcoming work. Elected officials from the Bay Area will be invited to presentations given by the Bay Bridge Public Information Officer, Bart Ney, and East Span construction staff up to 5 months in advance of the closures. Invitations will be extended to the offices of Senators Boxer and Feinstein, all members of the Bay Area Congressional delegation, all Bay Area State Senators, all Assembly members from the Bay Area, as well as supervisors in all nine Bay Area counties, and mayors in key Bay Area cities. Contact will also be made with the affected transportation authorities, mayor's offices, and the Metropolitan Transportation Commission/Bay Area Toll Authority Commission. Graphics and informational fact sheets will be distributed.

2.2 E-Alert

Electronic alerts will be sent to elected officials and staff contacts, providing information on the upcoming demolition and a link to a fact sheet which can be viewed electronically, shared, or printed in hardcopy. The first notification will serve as advance notice, and a second E-Alert will serve as a reminder a few days prior to the beginning of the operation.

SECTION THREE
MEDIA OUTREACH

The Bay Bridge Public Information Team will inform the media prior to, during and after all major elements of the work.

3.1 Media Outreach Sessions

Media in the San Francisco Bay Area and in surrounding media markets will be invited to an outreach session. Separate media outreach sessions will be held in Sacramento or Southern California upon further direction from the TBPOC. Graphics, video and informational fact sheets will be distributed. These sessions are intended to raise media awareness, inform media of upcoming work, provide current contact information, foster collaborative working relationships and solicit feedback on enhancing our communication.

3.2 Press Releases

A general press release will be distributed prior to the weekend closure. A detailed press release will be issued at the completion of the operation to keep media updated on the completion and re-opening of the Bay Bridge.

3.3 Public Information Officer Live Update

The Bay Bridge Public Information Officer (PIO) will be on site throughout the weekend operation. A general media hold will be made available throughout the weekend that provides views and access to the operation. Live updates to the media will be facilitated at the media hold. Talking points will be developed ahead of time and construction staff will provide real-time construction updates to the PIO for sharing with media.

SECTION FOUR
PUBLIC OUTREACH

A broad outreach campaign will inform as many potential weekend users of the Bay Bridge as possible. The targeted user groups will include Bay Area motorists, regional commuters, goods movement industries, out-of-town holiday travelers, the general public and immediate neighborhood residents. Notices will be provided months in advance.

4.1 Public Service Announcements

Paid public service announcements will run in television, print, radio, online and in movie theaters to share information with the general public 3-4 weeks in advance of the beginning of work. Markets throughout the state will be targeted. Detailed graphics will be included in the messaging to help show the public the work that will be performed. Messaging will focus on keeping traffic away from the Bay Bridge approaches and encourage motorists to seek alternative transit and driving options.

4.2 Web site

All outreach materials will direct stakeholders to the BayBridgeInfo.org Web site for daily information and updates about the work, and associated closures. This includes graphical and text information on the work and the schedule; information on transit alternatives available, including links to each transit operator and to 511; links to radio and television announcements, and other informational materials. The Web site includes a comment form for users to send questions or feedback 24-hours a day as well as contact information for the Public Information Office and telephone hotline.

4.3 External Website Information

Outreach efforts for the 2009 closure will focus heavily on increasing avenues of electronic communication. Key Web sites will be targeted in the industries of travel, sports and events venues, informational sites and community boards. Methods of communication include links and general information of closure dates and alternative forms of transportation.

Travel sites: Links on partner Web sites in the travel industry: AAA, all major airlines flying into the SFO and Oakland Airports, major booking sites (i.e. - Expedia, Orbitz, TravelZoo, etc.) and a link on the California Welcome Center Web site.
Sports Team sites: Information and a BayBridgeInfo.org link on local sports teams' Web sites includes: the San Francisco Giants, the San Francisco 49ers, the Oakland As, the Oakland Raiders, the Golden State Warriors and the San Jose Sharks.
Sports/Event/Venue sites: Information and the Project's Web site link on sites where the public purchases tickets to sports, concerts and theater events, these would include Ticketmaster, Livenation, and StubHub.
Community Message Boards: Posting information and the Project's Web site link on Craigslist.org, a heavily-trafficked local site in the Bay Area and other cities, and sites that list local events such as OnlyinSF.com and SFGuide.com.
Wikipedia.org: This site will be monitored for accuracy of posted information and will include closure information.
GPS/Mapping sites: Research will explore incorporating closure information and a Project Web site link on sites that provide traffic mapping and directions, such as Google maps, Yahoo maps and Mapquest. Coordination is possible with sites that link travelers' GPS systems, such as: OnStar, TomTom and Garmin.

4.4 Public Venues and Events

The Public Information Team will coordinate with city street closure permit offices to distribute information at street fairs and events, such as the San Francisco North Beach Festival, Union Street Fair and the Oakland Art and Soul Festival.

4.5 Targeted Information Distribution

The Public Information Team will develop informational materials, including a fact sheet, for distribution electronically, via the postal service and at public areas located near the upcoming work. The fact sheet will include: Dates and times of work for the deck closures; Rationale for conducting this operation over Labor Day weekend; Transit and driving alternatives and information on the Bay Bridge Seismic Safety Projects.

Distribution

Where possible, coordination with the following entities will occur to provide electronic fact sheets for distribution to their constituents/clients/franchisees/mailing lists:

- Local/corridor businesses
- Neighborhood newsletters and other publications
- Treasure Island Development Authority and Mayor's Office staff
- Residential neighbors, including all Treasure Island/YBI residents
- Taxis and shuttle services, airports, hotels, car rental agencies, visitors' bureaus, the State Tourism Office, Chambers of Commerce and automobile associations
- Hospitals, major employers, funeral homes, farmers' markets associations, carpool centers, parking garages, malls
- Major regional and local entertainment and sports venues for the SF 49ers, Oakland Athletics, SF Giants, Oakland Raiders, university sports venues regarding home games over the Labor Day weekend.
- Cities from San Luis Obispo to Sacramento in the target market areas (Bay Area, Central Valley, Southern California, and Sacramento)

- Ferry operators, bus transit and rail operators, transit centers, Bay Area Rapid Transit (BART), the Water Transit Authority, and the San Francisco Metropolitan Transportation Agency
- San Francisco Municipal Railway (MUNI)
- State and local offices of the California tourism agencies and convention bureaus
- Approximately 5,000 organizations and private citizens on the Bay Bridge Public Information Office contacts list
- Festival associations and city permit offices
- Area attractions (zoos, museums, etc)
- Labor and credit unions (CTA, CALPERS, etc)
- Area school districts
- Car rental agencies
- The Department of Motor Vehicles
- Weigh stations for commercial trucks traveling throughout the Bay Area
- Associations for seniors such as AARP, Knights of Columbus, the VFW, etc.

4.6 Social Media

Social media on the Web has become a fundamental source for many commuters to interact and receive their news and information. The 'viral' nature of sharing information among social networks provides a new medium for this outreach campaign. It also provides the potential for exponential growth in the exposure and influence of the message. Examples of social media include Twitter, Facebook, and Flickr.

4.7 Bay Bridge Newsletter

The Bay Bridge PIO will produce a newsletter prior to the closure for both electronic and hard copy distribution. Recipients of this will come largely from a large database of contacts consisting of elected officials, key stakeholders, Bay Area businesses, project staff and community partners and residents.

4.8 Banners

Banners will be posted at multiple locations to guide the public on where to go for more information on the upcoming work and motorist impacts. The banners will be posted in advance and will point motorists and the general public to the BayBridgeInfo.org Web site, and 511.

4.9 Local Notification

Presentations and notices will be given to Treasure Island residents and any other residential or commercial locations that might be specifically affected by access restrictions, noise, dust, and vibration. Additionally, the 24-hour telephone hotline serves to provide nightly construction updates and receives questions and comments.

4.10 Telephone Hotline

Caltrans provides a telephone hotline at the Public Information Office for motorists to receive daily updates on construction-related lane and ramp closures and other construction information, as well as for local affected residents and businesses to have direct contact with PIO staff. The hotline will be staffed for extended hours during the weeks leading up to and throughout Labor Day weekend.

4.11 Changeable and Electronic Message Signs (CMS)

Caltrans will engage a statewide network of electronic and changeable message signs two weeks prior to the closures to alert motorists. Signs will be especially intensive in the Bay Area; Caltrans will work closely with Districts throughout the state to ensure that the message will be highly visible along major thoroughfares.

4.12 Highway Advisory Radio (HAR)

The Bay Bridge Public Information Team will script the message and provide it to the Caltrans operations unit for posting on the HAR frequencies. Caltrans promotes the HAR on the banners posted within range of the HAR frequency.

4.13 E-Alert

Similar to the E-Alert sent to elected officials, an electronic alert will be sent to the general public. Thousands of project contacts will receive the E-Alert well in advance of the closures, providing information on the upcoming demolition and linking to a Fact Sheet which could be viewed electronically, shared, or printed in hardcopy. An additional (reminder) E-Alert will be sent a few days before the closure.

4.14 Out-of-town Traveler Notification

Additional efforts will target out-of-town travelers visiting the Bay Area during the Labor Day weekend, who might be impacted by the Bay Bridge closure. Many elements of the outreach plan will be implemented earlier than in past efforts, and extended to additional metropolitan regions in California. Visitor bureaus, recreational venues, and other traveler services will be included in all possible aspects of the outreach plan. Information will be distributed to hundreds of California cities, the Weather Channel and on the California Department of Tourism Web site. Information kiosks at major airports in the Bay Area throughout the four-day operation will provide information as well.

4.15 Transit Agency Coordination

Close coordination with transit agencies will inform transit riders of the upcoming closure. This effort will include BART, AC Transit, MUNI, Golden Gate Transit, Samtrans, Vallejo Ferry, Alameda/Oakland Ferry, Caltrain, Greyhound and Amtrak. Each of the agencies will distribute information to riders and staff. In addition, MUNI buses will display placards. Throughout the Labor Day weekend operation, daily updates will be given to the other Bay Area bridges (Golden Gate, San Mateo-Hayward, Dumbarton, Richmond-San Rafael) on traffic and operational progress.

4.16 MTC 511 Coordination

Continued collaboration will occur with MTC staff responsible for the 511 Transit Information System on the upcoming work and the changes to transit schedules, as a result of the closure. MTC incorporates the revised schedule information on their voice-activated system and the MTC 511 (www.511.org) Web site. Furthermore, MTC posts a graphic banner announcing the Bay Bridge construction and closure on the homepage, directing users to BayBridgeInfo.org for information. MTC's informational kiosks will run closure information at San Francisco locations such as the Embarcadero BART Station and the Baycrossings Store at the Ferry Building as additional methods of outreach.

4.17 Department Informational Letter

Caltrans distributes an informational fact sheet electronically to District 4 staff on the upcoming work. The fact sheet includes dates and times of work and the associated closures, as well as transit and driving alternatives.

4.18 Coordination with other Caltrans Districts

Caltrans District 4 will work with other Districts throughout the state to extend the messaging on Changeable Message Signs on key highways. In addition, Caltrans Districts will distribute fact sheets to their staff.

4.19 Building on Past Successes/Streamlining

The successful outreach efforts in the closure years of 2006 and 2007 will lend themselves to efficiency gains for 2009. Reduction in paper costs (printing) and labor (fewer community presentations) are two examples of this.

SECTION FIVE
CALTRANS INTERNAL COORDINATION

5.1 Command Center

A Project Specific Command Center equipped with computers, television monitors, workspaces and meeting space has been established for key staff to be able to work on site and coordinate closely together, with the Caltrans Traffic Management Center and externally throughout the closure period. Leading up to the closure, Caltrans, partner agencies and community stakeholders will meet regularly to review ongoing issues relating to the project. The combination of advanced preparation, meeting space, equipment, and key internal and external staff creates an "information hub" for the operation and will serve as the home base for all key players.

5.2 District 4 Coordination

Public Affairs Office

The Bay Bridge Public Information staff will communicate regularly with the District 4 Public Affairs staff to help ensure that District staff stay informed and to identify potential areas for collaboration.

District Director's Office

Presentations on the public outreach strategy and implementation elements will be made to the District Director and his staff, as directed.

Traffic Operations

Caltrans holds intermittent meetings for key District operations staff on all of the projects along the Bay Bridge Corridor. The Traffic Management Center addresses the anticipated needs of the operation by joining the Command Center and by assisting on the public outreach effort through the operational elements, such as Changeable Message Signs.

5.3 Agency and Executive Staff

The TBPOC agencies will be given a presentation on the scope and impacts of the work prior to the beginning of the work. The TBPOC will review the Outreach Action Plan in April 2009. Caltrans Headquarters (Lane Closure Review Committee) will be briefed in April 2009, as well. Regular communications and updates regarding the public outreach strategy and its implementation will be made to the Public Affairs Office, the Caltrans Director and Director's staff, as directed.

SECTION SIX
PROPOSED PRESENTATION CALENDAR

April 2009	POC Approval of Outreach Plan
	District Executive Staff Presentation
	Caltrans Lane Closure Review Committee Presentation
	Elected Officials Legislative Outreach Meetings
	BATA Commission Presentation
	Media Outreach Meeting
	Key Stakeholder Contact: Including TIDA, CCSF, SF Giants, Oakland A's, UC Berkeley Football, Oakland Art & Soul Festival, The Golden Gate Bridge, The Cities of Hayward, Marin, Larkspur, San Rafael, and County Transportation Authorities)
	Transit Agency Coordination Begins
	External Web site strategy planning
May 2009	Telephone Hotline
June - July 2009	Web Site Updates
	E-Alert and flyers to Bay Bridge contacts, including Treasure Island/YBI residents, taxis and shuttle services, airports, hotels, car rental agencies, visitor's bureaus, Chambers of Commerce, hospitals, major employers, entertainment venues, city and county governments, transit, and tourism agencies
	Transit Ridership Outreach
	MTC/511 Coordination
	Caltrans Employee Notification
August 2009	Public Service Announcements and Online Campaigns Begin
	E-Alert to Elected Officials
	Reminder E-Alert to Bay Bridge Contacts
	Banners Posted
	Electronic Message Signs and HAR Begin
	Media Advisory
Labor Day Weekend 2009	Weekend Site Access for Media
	PIO Live Updates
	Press Release Announcing Re-opening of Bay Bridge

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Program Management Team

RE: Agenda No. - 4c1a

Item- San Francisco-Oakland Bay Bridge Updates
Self-Anchored Suspension (SAS) Superstructure
TBPOC / ABF Mitigation and Acceleration Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
On April 2, the PMT will lead a discussion with the TBPOC, as a follow-up to the TBPOC / ABF conference call on March 20, pending any updated material from ABF.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4c1a

Item- San Francisco-Oakland Bay Bridge Updates
Self-Anchored Suspension (SAS) Superstructure
TY Lin / Moffatt & Nichol Process Enhancement Proposal

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
On April 2, representatives from the TY Lin / Moffat Nichol JV will present their Process Enhancement Proposal to the TBPOC, as it relates to the SAS contract.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Dina Noel, Assistant Deputy Director, CTC

RE: Agenda No. - 4c2

Item- San Francisco-Oakland Bay Bridge Updates
Self-Anchored Suspension (SAS) Superstructure
Contract Change Order 108 (Fabrication Schedule Recovery)

Recommendation:
APPROVAL

Cost:
CCO 108 - $13,000,000

Schedule Impacts:
CCO 108 Fabrication Schedule Recovery provides compensation for ZPMC if they meet revised shipment dates. Possible schedule recovery is as much as 6 months.

Discussion:
This Contract Change Order was discussed at the TBPOC partnering meeting/ workshop with the AB/F JV Board on December 11, 2008. At that time it was agreed that this CCO would be executed to compensate American Bridge / Flour for 50% of the incentive package that AB/F had worked out with ZPMC. The attached CCO for $13,000,000 is the State's share of the incentive package.

Attachment(s):
1. Draft CCO 108 Memorandum
2. Draft CCO 108
3. CCO 108 Issue and Approve dated 3/12/2009
4. SAS Superstructure Contract 04-0120F4, Budget Analysis, December 31, 2008

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Pete Siegenthaler, Prin. TE / Gary Pursell, P.E., Sup T.E.	FILE: **E.A.** 04 - 0120F4
	CO-RTE-PM SF-80-13.2/13.9
FROM: Gary Pursell, P.E., Sup.T.E.	**FED. NO.**
CCO#: **108** SUPPLEMENT#: **0** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$101,946,506.40**
COST: **$13,000,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Fabrication Schedule Recovery	**PROJECT DESCRIPTION:** CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
2490 Day(s)	**DEF** Day(s)	**30** Day(s)	**1** %	**7**

THIS CHANGE ORDER PROVIDES FOR:

Providing schedule recovery incentives and disincentives to ABFJV fabricator ZPMC for meeting specified OBG and Tower item shipment dates. The Department and Contractor will share equally in the cost of all incentive compensation made pursuant to the ABF/ZPMC agreement.

In order to recover from OBG and Tower fabrication schedule slippage, the TBOPC and ABFJV have agreed to provide incentives and disincentives to ABFJV's fabricator, ZPMC. This change provides additional compensation (incentive) to ABFJV's fabricator ZPMC for shipping specified OBG and Tower items on specified dates and reduces compensation (disincentive) for every day items are not shipped. Dates and terms are specified in ABFJV's supply agreement change order with ZPMC, which is included as an attachment to the change order.

In a December 11, 2008, meeting/workshop between TBPOC and ABFJV Board, the TBPOC agreed with ABFJV to participate equally in their proposed incentive/disincentive agreement with ZPMC and directed the Department to proceed accordingly. The incentives and disincentives provided in this change will reduce the risk of fabrication delays affecting the project's critical path. TBPOC and the Department agree that it is in the project's best interest for the Department to participate equally with the Contractor in this change. This change is consistent with the Toll Bridge Program management's objective to implement measures that reduce schedule risk. Maximum Department participation is estimated to be $13 million, which includes all applicable sales and duty taxes, provided the fabricator achieves the maximum incentive on a majority of shipments.

This work is not covered by contract items. Therefore, payment for this work will be at Adjustment of Compensation at Force Account for an estimated cost of $13,000,000.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may affect the controlling operation.

This change order has concurrence from Gary Pursell (Resident Engineer), Rick Morrow (Structure Rep.), Ken Terpstra (Project Manager), Pete Siegenthaler (Principal Engineer), Mike Forner (Principal Engineer). Design and Maintenance concurrences are not required for this change. Formal TBPOC approval is being obtained.

The Resident Engineer requests an Issue and Approve (I&A) from the Division of Construction for this change.

CONCURRED BY:			
Construction Engineer:	Res. Eng., Gary Pursell, Sup. TE	Date	3/9/09
Bridge Engineer:	Struct Rep, Rick Morrow, Sup TE	Date	3/9/09
Project Engineer:		Date	
Project Manager:	Proj Manager, Ken Terpstra	Date	3/9/09
FHWA Rep.:		Date	
Environmental:	HQ, Rich Foley	Date	3/9/09
Other (specify):	PCE, Mike Forner, Prin TE	Date	3/9/09
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:		Date	
Resident Engineer's Signature:		Date	

Gary Pursell 3/23/09

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$13,000,000.00	$13,000,000.00
TOTAL	$13,000,000.00	$13,000,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 108	Suppl. No. 0	Contract No. 04 - 0120F4	Road SF-80-13.2/13.9	FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENT**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Force Account:

Provide incentive compensation for meeting specified shipment dates for OBG and Tower shipments 1 through 8 as specified in attached ABFJV Supply Agreement Change Order No. 24 with ZPMC. The Department and the Contractor will share equally in the cost of all compensation made pursuant to the attached agreement, including applicable taxes and excluding markups. Compensation is defined as the incentive less any applicable disincentives as outlined in the attached agreement.

Labor, equipment and material approved by the Engineer, as necessary will be paid in accordance with the provisions of Section 4-1.03D, "Extra Work" of the Standard Specifications and Section 5-1.24, "Force Account Payment" of the Special Provisions excluding markups.

Consideration of a time adjustment regarding Extra Work at Force Account will be deferred until completion of the work specified herein. Determination of a commensurate time adjustment will be made in accordance with Section 10-1.13, "PROGRESS SCHEDULE (CRITICAL PATH METHOD)" and Section 10-1.14, "TIME-RELATED OVERHEAD" of the Special Provisions, as well as Section 8-1.07, "LIQUIDATED DAMAGES", of the Standard Specifications.

Estimated Cost of Adjustment of Compensation at Force Account $13,000,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$13,000,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer Gary Pursell, Sup.T.E.	Date 3/23/09

Approval Recommended by

Signature	Supervising Transportation Engineer Gary Pursell, Sup. TE	Date 3/23/09

Engineer Approval by

Signature	Principal Bridge Enigneer Peter Siegenthaler, Prin. TE	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

CONTRACT NO. 04-0120F4

CONTRACT CHANGE ORDER NO. 108

SHEET 2 OF 5

CHANGE ORDER

Supply Agreement

From:	American Bridge/Fluor A Joint Venture 375 Burma Road Oakland, CA 94607	Change Order #: 024 Date: December 04, 2008 Job #: 660110
To:	Zhenhua Port Machinery Company, Ltd. 3470 Pudong Nanlu Shanghai, China, 200125	Supply Agreement #: 660110-SA-001 Cost Code: See Table 2 G/L Code: 5100
Project:	Owner Contract 04-0120F4/04-SF-80-13.2/13.9 San Francisco Oakland Bay Bridge / East Span Seismic Retrofit Project / Self-Anchored Suspension Bridge	

Ref. Documents: See Below

You are hereby authorized to make the following change in the above referenced Supply Agreement for the above referenced Project, it being understood that all other terms and conditions of the Supply Agreement shall remain unchanged.

DESCRIPTION OF CHANGE:

SHIPMENT DATES:

Article 3, Date Required, Item A is removed and replaced as follows:

A. Supplier shall perform all work and deliver the Bid Items hereunder to the Delivery Point according to the following Dates Required for delivery:

Tower including attached struts, crossbraces and splice plates:

Tower Bases including diaphragms and shear plates by 20th of September 2009
Tower 2nd Tier by 20th of January 2010
Tower 3rd Tier by 20th of March 2010
Tower 4th Tier by 20th of May 2010
Tower saddle grillage/base plate by 20th of May 2010
Tower heads, tower skirts, extra tower struts by 20th of June 2010 latest

Box Girders including east and west roadways, attaching splice plates and crossbeams, progressing from Pier W2 to Pier E2:

Lifts 1 to 4 by 15th of May 2009
Lifts 5 to 6 by 15th of July 2009
Lifts 7 to 8 by 20th of November 2009
Lifts 9 to 10 by 20th of January 2010
Lifts 11 to 12 by 20th of March 2010
Lifts 13 to 14 by 20th of May 2010
Bike Path and all other components by 20th of June 2010 latest

Add Item F to Article 3 as follows: For purposes of determining liquidated damages, if any, payable by Supplier to Contractor, Supplier shall receive a grace period, not to exceed sixty (60) days, added to the Dates, set forth in Article 3 A, other than the aforementioned sixty (60) day grace period for purposes of calculating liquidated damages only, the parties agree and ratify that Article 16, Liquidated and Actual Delay Damages, Schedule B, Additional Terms and Condition of the Supply Agreement remains in full force and effect.

CHANGE ORDER

Supply Agreement

From: American Bridge/Fluor A Joint Venture
375 Burma Road
Oakland, CA 94607

Change Order #: 024
Date: December 04, 2008
Job #: 660110

To: Zhenhua Port Machinery Company, Ltd.
3470 Pudong Nanlu
Shanghai, China, 200125

Supply Agreement #: 660110-SA-001
Cost Code: See Table 2
G/L Code: 5100

Project: Owner Contract 04-0120F4/04-SF-80-13.2/13.9
San Francisco Oakland Bay Bridge / East Span Seismic Retrofit Project / Self-Anchored Suspension Bridge

The Supplier shall accelerate the delivery of the following eight shipments:

TABLE 1: INCENTIVE-DISINCENTIVE SHIPMENT DATES

Shipment Number	1	2	3	4	5	6	7	8
Components	OBG1-4	OBG 5&6	Tower Lift 1	OBG 7&8	OBG 9&10, Tower Lift 2	OBG 11&12, Tower Lift 3	OBG 13&14, Tower Lifts 4&5	OBG Misc.
Shipment Date (Departure from Supplier's facility)	15-Apr-09	15-Jun-09	20-Aug-09	20-Oct-09	20-Dec-09	20-Feb-10	20-Apr-10	20-May-10

INCENTIVE-DISINCENTIVE PLAN:

Based on the above schedule the first four (4) shipments will have an assigned incentive value as follows:

TABLE 2: INCENTIVE TABLE 1

Shipment Number	Maximum Incentive [1)]	Disincentive	Incentive Expiration Date [2)]	Cost Code
1: OBG 1-4	$ 3,000,000	$ 75,000 per day	25-May-2009	0500320
2: OBG 5&6	$ 1,000,000	$ 30,000 per day	18-July-2009	0500320
3: Tower Lift 1	$ 4,000,000	$ 75,000 per day	12-Oct-2009	0500220
4: OBG 7&8	$ 2,000,000	$ 60,000 per day	22-Nov-2009	0500320
4: (Alternate) OBG 7 & 8 & Tower Lift 2	$ 6,000,000	$100,000 per day	19-Dec-2009	0500220 & 0500320

Note 1: Maximum Incentive earned when each Shipment Date, provided in TABLE 1 above, calculated in accordance with this Change Order, is achieved.

CLARIFICATIONS AND CONDITIONS:

1. In the event Supplier achieves the Shipment Date for each Shipment Number, 1-8, set forth in TABLE 1 above, the Contractor will pay Supplier a Maximum Incentive amount of $24 million.

2. The parties acknowledge and agree, except Owner issued Contract Change Orders or any dispute between Supplier and Owner presented through Contractor, any and all direct and indirect claims originating on or before December 12, 2008, with the exception of those caused by the Owner, by Supplier against the Contractor for equitable price adjustment of Supply Agreement #660110-SA-001,are hereby fully satisfied and discharged.

CHANGE ORDER

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To: Zhenhua Port Machinery Company, Ltd.
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Supply Agreement #: 660110-SA-001
Cost Code: See Table 2
G/L Code: 5100

Project: Owner Contract 04-0120F4/04-SF-80-13.2/13.9
San Francisco Oakland Bay Bridge / East Span Seismic Retrofit Project / Self-Anchored Suspension Bridge

3. In the event the Supplier ships Tower Lift 2 in Shipment Number 4, instead of its scheduled Shipment Number 5 Contractor will treble the Shipment Number 4, earned incentive, calculated in accordance with this Change Order.

4. In the event Supplier ships Tower Lift 2 in Shipment Number 4, instead of its scheduled Shipment Number 5, the total Maximum Incentive amount for Shipments 1-4 shall be increased from $10 million to $14 million and the remaining Maximum Incentive amount achievable by Supplier for accelerating the Shipment Dates for Shipment Numbers 5-8 shall be reduced from $14 million to $10 million.

5. Allocation of the remaining Maximum Incentive available for Shipment Numbers 5 -8 shall be agreed by the parties.

6. The Incentive-Disincentive Shipment Dates, sequence and Tower Lift components, including attaching struts, crossbraces and splice plates, and Box Girder (OBG) components including east and west roadways, attaching splice plates and crossbeams, progressing from Pier W2 to Pier E2 shall remain as indicated in TABLE 1, unless approved in writing by Contractor

7. Supplier shall maintain at a minimum, a 30-day period between each Shipment Date unless a change is approved in writing by the Contractor.

8. The Shipment Dates provided in TABLE 1 are the departure dates from Supplier's facility for each Shipment Number. Nothing contained in this Change Order shall relieve the Supplier of the obligation for the delivery of the Shipments to the Delivery Point under Ocean Freight (Incoterms 2000 DES).

9. For each Shipment Number, the Contractor shall allow 28 days for ocean travel to the Delivery Point. For every day in excess of 28 days, the Maximum Incentive stipulated in TABLE 1 for the applicable Shipment Number will be reduced by applicable Disincentive amount.

10. For Shipment Numbers 1-8, the Maximum Incentive achievable by Supplier under this Change Order is $ 24,000,000.00.

PAYMENT TERMS:

- Contractor shall pay Supplier an advance payment of $ 1,500,000.00 upon execution of this Change Order.
- The advance payment shall be repaid to Contractor by deducting the amount of the advance payment from Shipment Numbers 5-8 incentive payments, as agreed by the parties. In the event the incentive payments due Supplier for Shipment Numbers 5-8 are insufficient to repay Contractor the advance payment, the Supply Agreement Total Price shall be reduced in the amount of the value of the outstanding advance payment.
- Payment by Contractor of the earned incentive for each Shipment Number shall be paid 30 days after departure from Supplier's facility, but in no event shall the payment be due and owing earlier than the arrival of the corresponding Shipment Number at the Delivery Point.

CONTRACT NO. 04-0120F4

CONTRACT CHANGE ORDER NO. 108

SHEET 5 OF 5

CHANGE ORDER

Supply Agreement

From: American Bridge/Fluor A Joint Venture
375 Burma Road
Oakland, CA 94607

Change Order #: 024
Date: December 04, 2008
Job #: 660110

To: Zhenhua Port Machinery Company, Ltd.
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Project: Owner Contract 04-0120F4/04-SF-80-13.2/13.9
San Francisco Oakland Bay Bridge / East Span Seismic Retrofit Project / Self-Anchored Suspension Bridge

- Work paid on basis of Lump Sum

If work is to be done on unit price basis, quantities shown are approximate and payment will be made for actual quantities as determined under the Prime Contract.

Estimated Start Date:	See above	Price This Change (not to exceed):	$ 24,000,000.00
Estimated Completion Date:	See above	Original Price:	$ 194,298,697.00
Increase (Decrease) in Contract Time:	See above	Total Previous Change Orders:	$ 10,104,723.01
		Revised Total Price:	$ 228,403,420.01

Originated by: Peter van der Waart van Gulik

The Supplier accepts all terms and conditions for this change order and waives the right to any additional claims for extra compensation or schedule changes not listed above which pertain to work covered by this change order. It is further understood and agreed by Supplier that this adjustment constitutes full compensation for all costs and markup directly or indirectly attributable to or resulting from the change ordered, for all delays directly or indirectly related thereto or resulting therefrom, and for performance of the change within the time frame stated.

APPROVED BY AMERICAN BRIDGE/FLUOR

By _____
Michael D. Flowers, P.E.
Project Director

Date 1.19.09

ACCEPTED BY ZPMC

By _____

Title Vice President

Date 1.08.09

Supplier shall sign and return four (4) originals for execution by American Bridge/Fluor. American Bridge/Fluor will return one (1) final executed original to Supplier.

TELECOPY

California Department of Transportation

CONSTRUCTION DIVISION

TO: District 4 CCO Desk

Date: 3/12/2009

Contract No.: 4 - 0120F4

Road: SF-80-13.2/13.9

FED. No.: NONE

To: SARTIPI - 04

Attention: 04 - ALVAREZ

HQ Direction: **TO ISSUE AND APPROVE**

CCO No. 108 **Sup. No.** 0 **Rev. No.** 1

Per Your Submittal Dated: 3/11/2009 **CCO Category Code:** B - Z - Z - Z

SCHEDULE RECOVERY INCENTIVES AND DISINCENTIVES TO ABFJV FABRICATOR ZPMC FOR MEETING SPECIFIED OBG AND TOWER ITEM SHIPMENT DATES. THE DEPARTMENT AND THE CONTRACTOR WILL SHARE THE COST OF INCENTIVE COMPENSATION EQUALLY.

NOTES:
1) ACCORDING TO DISTRICT 04 - TOLL BRIDGE, AN EXTRA $1M (TO COVER FOR APPLICABLE SALES AND DUTY TAXES) IS ADDED ON TOP OF THE STATE'S $12M SHARE FOR INCENTIVES TO MEET SHIPMENT DATES.
2) I&A IS CONTINGENT ON OBTAINING TBPOC'S FORMAL AUTHORIZATION TO APPROVE THIS CHANGE SINCE THE AMOUNT EXCEEDS $1M.

TOTAL COST FOR THIS CHANGE IS SHOWN AS $13,000,000.00 WITH NO TIME ADJUSTMENT.

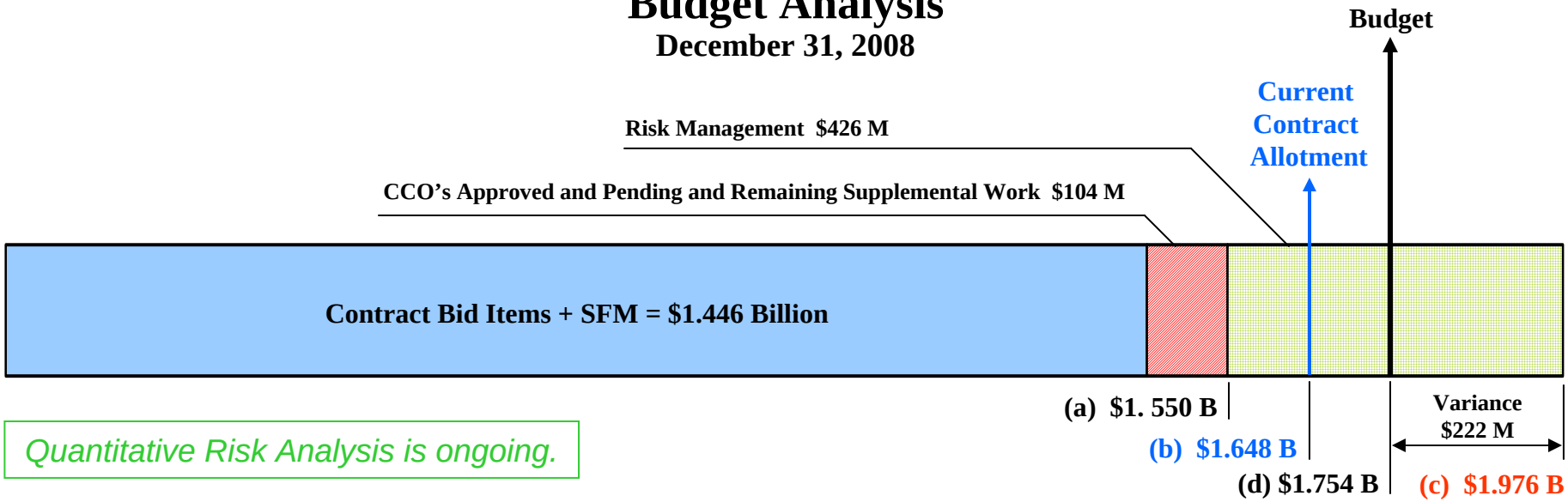
Items:	$0.00
Force Account:	$13,000,000.00
Agreed Price:	$0.00
Adj. of Comp.	$0.00
Total:	**$13,000,000.00**
Time:	**(NONE)**

SCOTT JARVIS,
Acting Assistant Division Chief, by:

Bob Molera

Bob Molera
Division of Construction
1120 "N" Street, MS-44, Sacramento, CA 95814
Fax Number: (916) 654-5735
To Confirm Transmission, Call (916) 654-2735

SAS Superstructure Contract 04-0120F4
Budget Analysis
December 31, 2008



Quantitative Risk Analysis is ongoing.

Contract 04-0120F4 SAS Superstructure
Current Contract Budget Funding Status
December 31, 2008 Basis

Contract Bid Items	$	1,434,085,935	
State Furnished Materials (SFM)	$	12,473,475	
Subtotal	$	1,446,559,410	
Supplemental Work	$	52,418,000	
Contingency at 10%	$	148,652,590	
Subtotal Original Contract Allotment	$	1,647,630,000	
Supplemental Budget Allocation Approved	$	-	
Subtotal Current Contract Allotment	$	1,647,630,000	(b)
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	$	106,070,000	
Total Current Contract Budget	$	1,753,700,000	(d)
Reported Total Forecast At Completion In 3rd Quarter 2008 TBSRP Report		$1,767,400,000	

Contract 04-0120F4 SAS Superstructure
Contract Forecast At Completion (FAC) & Variance
December 31, 2008 Basis

Contract Bid Items	$	1,434,085,935	
State Furnished Materials (SFM)	$	12,473,475	
Subtotal	$	1,446,559,410	
Supplemental Work Remaining	$	52,418,000	
CCO's			
CCO's (Approved (52) + Pending (70) = Total (122))	$	37,604,226	
CCO's = or > $1Million Pending POC's approval (3)	$	13,796,000	
Subtotal	$	1,550,377,636	(a)
Risk Management Cost - Q3 2008 50% Probable	$	425,300,000	
Total	$	1,975,677,636	(c)
Variance (Total - Current Budget)	$	221,977,636	

Confidential Draft – For Deliberative Purpose Only

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 25, 2009

FR: Andrew Fremier, BATA

RE: Agenda No. - 5a

Item- Other Business
SFOBB West Span Pathway PSR

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion
In 2001, Caltrans and BATA completed a comprehensive feasibility study to add a pedestrian/bicycle/maintenance pathway to the west span of the San Francisco-Oakland Bay Bridge. That study determined several feasible options to add a pathway along both sides of the west span.

To advance the project, BATA will be issuing a task order with TY Lin under a BATA on-call engineering contract to develop a project study report that will be based heavily on the feasibility study and updated based on current developments and needs. The study will be funded from BATA Toll Bridge Rehabilitation Program funds. BATA will be meeting with Caltrans Toll Bridge and District management to determine the appropriate oversight and staffing structure for the study.

The estimated cost of the task order is $1.5 million.

Attachment(s):
N/A